LOS ANGELES
DEPARTMENT OF CITY
PLANNING
200 North Spring Street, Room 667
Los Angeles, CA 90012

DRAFT
ENVIRONMENTAL IMPACT REPORT

Harbor LA Community Plans Update

Environmental Case: ENV-2019-3379-EIR
State Clearinghouse No.: 2019080248

Project Location: The Harbor LA Community Plans consist of the boundaries of the Harbor Gateway Community Plan Area (CPA) and the Wilmington-Harbor City Community Plan Area (CPA). The two community plan areas are collectively known as the Harbor LA Plans. The plan areas are geographically continuous of one another. The combined area of the Harbor LA Community Plans is approximately 15.3 square miles.

The Harbor Gateway CPA contains approximately 3,229 acres and is situated in the southern portion of Los Angeles. The CPA is a narrow corridor which links the City's harbor, San Pedro, Wilmington and Harbor City communities to the main body of the City. The Harbor Gateway CPA is bordered by the South and Southeast Los Angeles CPAs to the north (at 120th Street); the cities of Gardena and Torrance to the west; and Carson and unincorporated Los Angeles County to the east; and it shares a common boundary with the Wilmington-Harbor City CPA to the south (at Sepulveda Blvd).

The Wilmington-Harbor City CPA contains approximately 6,481 acres and is situated in the far southern portion of the City, near Los Angeles Harbor. It is bordered by the Harbor Gateway CPA to the north; the San Pedro CPA and the Port of Los Angeles to the south; and is adjacent to the cities of Torrance, Lomita, and Rancho Palos Verdes to the west; and the cities of Carson, Long Beach, and unincorporated Los Angeles County to the east.

Council District: 15 (McOsker)

Project Description: The proposed project includes amending both the policy documents and General Plan Land Use Maps for the Harbor Gateway and Wilmington-Harbor City Community Plans. The Proposed Plans would also adopt several zoning ordinances to implement the updates to the Community Plans, including rezoning all parcels in the CPAs to regulate specific uses and apply development standards (including height of structures, Floor Area Ratios, and site configuration) using the New Zoning Code. The amendments to the Policy Documents and the General Plan Land Use Maps for the Harbor LA Community Plans are intended to guide development through the year 2040 by establishing the City's broad planning goals, policies, and objectives, the arrangement of land uses and intensities, as well as specific development standards for the Plan areas. The Harbor LA Community Plans are intended to improve the link between land use and transportation in a manner that is consistent with the City's adopted General Plan Framework Element, Mobility Element, Senate Bill 375 and other state laws.

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HARBOR LA COMMUNITY PLANS UPDATE
Draft Environmental Impact Report

Prepared for:

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Prepared by:

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September 2023

1.0 INTRODUCTION

This chapter provides a brief introduction to the Harbor LA Community Plans Update, which consists of the Wilmington-Harbor City and Harbor Gateway Plans (referred to as the 'Proposed Plans'), an overview of the purpose and focus of the Draft Environmental Impact Report (DEIR), a discussion of the intended use of the DEIR, a description of the organization of the DEIR, and a discussion of the public review process and potential areas of controversy.

1.1 PROPOSED PLANS

This DEIR analyzes the potential environmental effects of the Proposed Plans. The Proposed Plans have two components, one is a long-term planning effort, and the other is implementation of portions of the New Zoning Code (Chapter 1A) for the Harbor LA Community Plan Areas (CPAs), both of which are summarily described below. A detailed description of the components of the Proposed Plans is provided in **Chapter 3.0, Project Description**.

1. **Harbor LA Community Plans Update (Proposed Plans).** There are 35 community plans and two special district plans (LAX and Port of LA) that make up the Land Use Element of the City of Los Angeles's (City) General Plan. The updates to the Harbor LA Community Plans, inclusive of Wilmington-Harbor City and Harbor Gateway, are the principal component of the Proposed Plans. A Community Plan update requires: (i) amending the text of the community plan, including the goals, policies, and programs; (ii) amending the designations on the community plan land use maps, which express a range of development intensities, distribution of land uses, and provide zoning consistency tables; (iii) adopting implementing zoning ordinances, including adopting zone changes to amend the Zoning Map; and (iv) any other necessary and related actions to implement the community plan amendments, including adopting amendments to other elements of the City's General Plan (e.g., the Framework or Mobility Elements) to ensure consistency, or adopting other land use related ordinances (such as amendments to housing regulations). The component of the Proposed Plans to update the Harbor LA Community Plans, including adopting changes to re-designate property in the Harbor LA CPAs utilizing the zone classifications in the New Zoning Code, as discussed below, as well as the other required actions to update the community plan, is referred to in this EIR as the 'Harbor LA Community Plans Update' or 'Proposed Plans.' The property regulated by the Harbor LA Community Plans are the project areas for this EIR and is referred to collectively in this EIR as "Community Plans Area" or "CPA." Although they are two distinct plans for purposes of CEQA and this EIR, the plans are evaluated together.

2. **Implementing the Zoning Code in the Harbor LA Community Plans Area**. This component of the Proposed Plans is implementation of parts of the New Zoning Code in the CPAs. The New Code[1] is a citywide program to comprehensively update the City's zoning ordinances through amendments to the Los Angeles Municipal Code (LAMC). The LAMC amendments will add a new Chapter 1A to the LAMC, which will establish a new zoning code for the City; this action is not part of the Harbor LA Proposed Plans or analyzed in this EIR. The existing Zoning Code is found in Chapter 1 of the LAMC. Adoption of the full text of the New Zoning Code is expected to occur over multiple future community plan updates and code amendments and is beyond the scope of the Proposed Plans. Implementation of the New Zoning Code is expected to occur through the community plan update process or through other planning and zoning efforts to re-designate land utilizing the zoning designations from the new Chapter 1A.

   As part of the Proposed Plans, the City intends to adopt new zones and zoning regulations from Chapter 1A that implement the New Zoning Code within the Harbor LA CPAs. The Proposed Plans will adopt amendments to Chapter 1A that include at a minimum: (i) the new zoning modules[2] to be used in the Harbor LA CPAs, including substantive requirements for those zoning modules, and (ii) adopting all of the background parts of the New Zoning Code that do not already exist that would allow the new zoning to be implemented, which may potentially include general zoning definitions, processes, general development standards, rules for non-conforming uses, and zoning incentive programs, among others. The component of the Proposed Plans to adopt or amend the new Chapter 1A to the LAMC in the Harbor LA CPAs is referred to in this EIR as the "New Zoning Code."

1.2 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The purpose of this EIR is to assess the environmental effects of implementing the Proposed Plans, as described above. All projects within the State of California are required to undergo an environmental review to determine the environmental impacts associated with implementation of the project in accordance with CEQA. CEQA was enacted in 1970 by the California legislature to disclose to decision makers and the public, the significant environmental effects of proposed activities, as well as ways to avoid

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1 City of Los Angeles Planning Department, *New Code*, available online at: https://planning.lacity.org/zoning/new-code, accessed June 10, 2022.

2 For clarity, throughout this document, "zoning modules" refer to the proposed zoning structure that consists of five key parts or districts: 1. Form District (determine how large buildings can be); 2. Frontage Districts (influence how buildings appear from the street); 3. Development Standards Districts (regulate certain design elements around the building, including those relating to access, parking, and signs); 4. Use Districts (determine what kinds of activities are allowed on a property—ranging from residential to commercial or a mix of uses); and 5. Density Districts (determine the number of housing units or guest rooms permitted).

or reduce the environmental effects by requiring implementation of feasible alternatives or mitigation measures. CEQA applies to all California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts.

The EIR is ultimately intended as an informational document and by itself does not determine whether the Harbor LA Community Plans, or any component of the Proposed Plans, will be approved. The EIR aids in the decision-making process by disclosing the potential significant and adverse impacts. In conformance with CEQA, California Public Resources Code, Section 21000, this EIR provides objective information addressing the environmental consequences of the Proposed Plans and identifies the means of reducing or avoiding its significant impacts where feasible.

The *State CEQA Guidelines* help define the role and expectations of this EIR as follows:

- **Informational Document.** An EIR is an informational document that will inform decision-makers as well as members of the public of the significant environmental effects of a project, identify feasible ways to minimize or avoid these effects, and describe a set of reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information contained in the administrative record (Section 15121(a)).

- **Degree of Specificity.** An EIR on an individual development project will be more detailed in the specific effects of the project than will an EIR on the adoption of a community plan or zoning ordinance because the effects of the individual development can be predicted with greater accuracy. An EIR on a project such as the adoption of a community plan and/or zoning ordinance should focus on the secondary effects that can be expected to follow from the adoption but need not be as detailed as the analysis on the specific construction project that might follow (Section 15146).

- **Standards of Adequacy.** An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information that enables them to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of the Proposed Plans need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (Section 15151).

The *State CEQA Guidelines*, Section 15382, defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the

environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."

1.3 LEAD AGENCY, AUTHORIZATION, AND FOCUS

The lead agency for the Proposed Plans is the City of Los Angeles. The Department of City Planning is responsible for preparing the EIR for the review and consideration of the City Council, as the final decision-maker for the Proposed Plans. The address for the Department of City Planning is the following:

City of Los Angeles
Department of City Planning
200 North Spring Street, Room 667
Los Angeles, CA 90012

The determination that the City of Los Angeles is the "lead agency" is made in accordance with *State CEQA Guidelines* sections 15051 and 15367, which define the lead agency as the public agency that has the principal responsibility for carrying out or approving a project. This DEIR reflects the independent judgment of the City regarding the potential environmental impacts and the level of significance of the impacts both before and after the mitigation measures proposed to reduce the impacts.

The City determined that an EIR is needed to evaluate potentially significant effects that could result from the implementation of the Proposed Plans. An Initial Study was not prepared for the Proposed Plans since it was determined from the outset that an EIR would be required (*State CEQA Guidelines* Section 15060(d)).

The City is required to consider the information in the DEIR, along with any other relevant information, in making its decision on the Proposed Plans. Although the DEIR does not determine the ultimate decision that will be made regarding implementation of the project, CEQA requires the City to consider the information in the DEIR and make findings regarding each significant effect in the DEIR. Once certified, the Final EIR will serve as the environmental document for the Proposed Plans and will be used as a basis for decisions related to future development in the CPAs. Other agencies may also use the certified Final EIR in their review and approval process.

1.4 TYPE OF ENVIRONMENTAL REVIEW

The Harbor LA Community Plans will guide development in the CPAs through 2040. This EIR considers broad community plan level issues and evaluates the effects of the Harbor LA Community Plans as well as the effects of implementation of portions of the New Zoning Code (Chapter 1A) within the Harbor LA CPAs. This EIR addresses environmental impacts from the Proposed Plans to the level that can be assessed without undue speculation, considering the scope of the Proposed Plans' components.

Consistent with the requirements of CEQA, the EIR compares the reasonably anticipated development from the Proposed Plans against the existing environment and not to the existing plans and regulations. The No Project Alternative considers the effects of the existing community plans and zoning ordinances relative to the impacts of the Proposed Plans.

Future Use of the EIR and Subsequent Projects

Approval of the Proposed Plans does not constitute a commitment to any specific development project. It is contemplated that future site-specific approvals in the CPAs may be evaluated with consideration of the EIR under CEQA rules for subsequent approvals, where applicable, including but not limited to the following:

- **Addendums (*State CEQA Guidelines* Sections 15162 and 15164).** Addendums may be used when a subsequent approval is consistent with the Proposed Plans and no major revisions to the EIR are required based on a change to the Proposed Plans, a change in circumstances, or new information, as a result of a new significant impact or an identified significant impact being more severe.

- **Tiering (Public Resources Code Section 21094 and *State CEQA Guidelines* Section 15152).** Tiering refers to using the analysis of general matters contained in a broader EIR with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussion from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.

- **Program EIR/Subsequent Approvals (*State CEQA Guidelines* Section 15168).** Projects within the scope of a Program EIR are eligible for streamlined review.

- **Projects Consistent with a Community Plan, General Plan, or Zoning (*CEQA Guidelines* Section 15183).** Streamlined environmental review is available for a project consistent with community plan adopted with an EIR (Public Resources Code Section 21083).

- **Streamlining for Infill Projects (SB 226; PRC Section 21094.5; *State CEQA Guidelines* Section 15183.3).** Eligible infill projects may qualify for streamlined environmental review at the project level where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies.

- **Transit Priority Projects (SB 375; PRC Section 21155-21155.2).** Transit Priority Projects consistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan /

Sustainable Communities Strategy (RTP/SCS) near transit that have imposed all or all applicable mitigation measures from a prior EIR may be exempt from CEQA or be subject to streamlined review.

1.5 ENVIRONMENTAL REVIEW PROCESS

The environmental review process, as required under CEQA, is summarized below. The steps are presented in sequential order.

1. **Notice of Preparation (NOP) Distributed.** Immediately after deciding that an EIR is required, the lead agency files an NOP soliciting input on the EIR scope to "responsible," "trustee," and involved federal agencies; to the State Clearinghouse, if one or more state agencies is a responsible or trustee agency; and to parties previously requesting notice in writing. A scoping meeting to solicit public input on the issues to be assessed in the EIR, while not always required, may be conducted by the lead agency.

2. **Draft Environmental Impact Report (DEIR) Prepared.** Following the distribution of the NOP and the scoping meeting, a DEIR is prepared. The DEIR must contain a (1) table of contents or index, (2) summary, (3) project description, (4) environmental setting, (5) environmental impacts (direct, indirect, cumulative, growth-inducing, and unavoidable impacts), (6) alternatives, (7) mitigation measures, (8) irreversible changes, and (9) organizations and persons consulted.

3. **Public Notice and Review.** The lead agency must prepare a Notice of Availability (NOA) of an EIR. The Notice must be placed in the County Clerk's office for 30 days (Public Resources Code Section 21092.3) and sent to anyone requesting it. Additionally, public notice of DEIR availability must be given through at least one of the following procedures: (1) publication in a newspaper of general circulation, (2) posting on and off the project site, and (3) direct mailing to owners and occupants of contiguous properties. The lead agency must consult with and request comments on the DEIR from responsible and trustee agencies, and adjacent cities and counties. The minimum public review period for a DEIR is 30 days. When a DEIR is sent to the State Clearinghouse for review, the public review period must be 45 days, unless a shorter period is approved by the State Clearinghouse (Public Resources Code 21091). Distribution of the DEIR may be required through the State Clearinghouse.

4. **Notice of Completion.** The lead agency must file a Notice of Completion (NOC) with the State Clearinghouse as soon as it completes a DEIR.

5. **Final EIR (Final EIR).** A Final EIR must include (1) the DEIR or a revision thereof, (2) copies of comments received during public review, (3) list of persons and entities commenting, and (4) responses to comments.

6. **Certification of Final EIR.** Prior to approving a project, the lead agency shall certify that (1) the Final EIR has been completed in compliance with CEQA, (2) the Final EIR was presented to the decision-making body of the lead agency, and (3) the decision-making body reviewed and considered the information in the Final EIR.

7. **Lead Agency Project Decision.** The lead agency may (1) disapprove a project because of its significant environmental effects; (2) require changes to a project to reduce or avoid significant environmental effects; or (3) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted.

8. **Findings / Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either (1) the project has been changed to avoid or substantially reduce the magnitude of the impact; (2) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or (3) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible. If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.

9. **Mitigation Monitoring and Reporting Program (MMRP).** When an agency makes findings on significant effects identified in the EIR, it must adopt a monitoring and reporting program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

10. **Notice of Determination.** An agency must file a Notice of Determination (NOD) after deciding to approve a project for which an EIR is prepared. A local agency must file the Notice with the County Clerk. The Notice must be posted for 30 days and sent to anyone previously requesting notice. Posting of the Notice starts a 30-day statute of limitations on CEQA challenges.

Notice of Preparation

In compliance with CEQA, the City of Los Angeles completed a multi-step process to determine the appropriate scope of issues to be examined in this DEIR. Pursuant to *State CEQA Guidelines* Section 15082, an NOP was prepared by the City and distributed on August 15, 2019, to the State Clearinghouse in the Office of Planning and Research, notifying the general public, responsible and trustee agencies, as well as interested parties that an EIR will be prepared for the Proposed Plans. The NOP was circulated for a 30-day review period that began on August 15, 2019, and ended on September 16, 2019. A Scoping Meeting was held on August 22, 2019. Written comments were received from agencies and from interested parties

during the review period. Refer to **Appendix A, NOP and Comment Letters,** to this EIR for a copy of the NOP and comments submitted to the City in response to the NOP. The NOP was available for review on the City's website. The City received a total of 22 written and 14 verbal comments to the NOP. Information, data, and observations addressing these comments are included throughout this DEIR where relevant.

Public Participation

One of the primary objectives of CEQA is to enhance public participation in the planning process. Community members are encouraged to participate in the environmental review process, request to be notified of meetings and release of documents, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the lead agency. The environmental review process provides various opportunities for the public to participate through scoping, public review of CEQA documents, and public hearings.

The public is invited to provide comments and concerns regarding the accuracy of this DEIR and the CEQA process. The comment period is indicated on the cover of this DEIR. The DEIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 60 calendar days. The DEIR is available on the City of Los Angeles Department of City Planning website at: Published Documents | Los Angeles City Planning (lacity.org).

Hard copies of the DEIR will also be available at:

- Los Angeles Public Library (Wilmington Branch) 1300 N. Avalon Boulevard, Wilmington, CA 90744
- Los Angeles Public Library (Wilmington Branch) 309 W. Opp Street, Wilmington, CA 90744
- Los Angeles Public Library (Harbor City – Harbor Gateway Branch) 2400 S. Western Avenue, Harbor City, CA 90710
- Rosecrans Recreation Center 840 W. 149th Street, Gardena, CA 90247
- Los Angeles Central Library 630 W 5th Street, Los Angeles, CA 90071

Written comments may be submitted via:

1. **Mail:**

   City of Los Angeles Department of City Planning
   Attn: Christopher Pina, City Planner
   Case Numbers: CPC-2018-6402-CPU and ENV-2019-3379-EIR
   200 N. Spring Street, Room 667
   Los Angeles, CA 90012

2. **E-mail:** christopher.pina@lacity.org

3. **Electronically on the City Website:**

   English: Harbor Los Angeles Community Plans Update | Los Angeles City Planning (lacity.org)

   Español: Actualización de los Planes Comunitarios de Harbor LA | Los Angeles City Planning (lacity.org)

Pursuant to *State CEQA Guidelines* Section 15088, the City will prepare written responses to any comments that raise significant environmental issues received during the noticed comment period and include those responses in the Final EIR. The public will also be provided opportunities to present oral and written comments at future hearings and meetings on the Proposed Plans to City Planning Commission and the City Council. The City may, but is not required to, provide written responses to comments submitted after the circulation period for the DEIR.

1.6 AREAS OF CONTROVERSY / ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for an unavoidable and significant impact has been identified. Based on the NOP comment letters (provided in **Appendix A, NOP and Comment Letters,** of this DEIR), issues known to be of concern in the community and therefore, potential areas of controversy, include: traffic, noise, transportation and transit-oriented development, air quality, consistency with the SCAG RTP/SCS, environmental justice concerns, incompatible land uses, archaeological and cultural resources, and coastal resources.

1.7 FINAL EIR AND EIR CERTIFICATION

Following the close of the public review period on the DEIR, the City will prepare and publish a Final EIR, which will contain a summary of all written and recorded oral comments on this EIR received during the public review period for the DEIR and written responses to those comments that raise environmental concerns, along with copies of the letters received, and any necessary revisions to the EIR. The DEIR, comments on the EIR and a list of persons, organizations, and public agencies that commented on the DEIR, response to comments, and any revisions to the DEIR will constitute the Final EIR. The Final EIR will be available for public review prior to consideration of certification of the document by the decision-makers. The City Council, in an advertised public meeting(s), will consider the documents and then, if found adequate, certify the Final EIR as completed in compliance with CEQA and the *State CEQA Guidelines*.

1.8 ORGANIZATION OF THE EIR

The EIR is organized into the following chapters so the reader can easily obtain information about the Proposed Plans and its specific issues:

- **Chapter 1.0, Introduction**: This chapter contains an overview of the purpose and focus of the DEIR, a discussion of the intended use of this DEIR, a description of the organization of the DEIR, and a discussion of the public review process and potential areas of controversy.

- **Chapter 2.0, Executive Summary:** This section provides a summary of the Proposed Plans' potential environmental impacts that would result from implementation of the Proposed Plans, proposed mitigation measures where applicable, and the level of significance of the impact before and after mitigation.

- **Chapter 3.0, Project Description**: This chapter describes the Proposed Plans, including project location, project background, project objectives and components, and a description of the proposed changes to existing plans and zoning under the project.

- **Chapter 4.0, Environmental Impact Analysis**: This chapter is the primary focus of this DEIR. Each environmental issue is considered in a separate section, which contains a discussion of the environmental settings, the regulatory setting, the methodology and the thresholds of significance. Each section also includes the analyses of environmental impacts of the project, mitigation measures, conclusions regarding the level of significance after mitigation, and cumulative impacts for each of the following environmental topics and environmental issues:

  - **Section 4.1, Aesthetics:** Changes to views, scenic resources, and visual quality

  - **Section 4.2, Air Quality:** Changes in pollutants affecting air quality

  - **Section 4.3, Biological Resources:** Impacts on any sensitive wildlife habitats or special species

  - **Section 4.4, Cultural Resources:** Changes to historic resources and impacts to archaeological or paleontological resource and human remains

  - **Section 4.5, Energy:** Wasteful or inefficient use of energy resources

  - **Section 4.6, Geology and Soils:** Risk from geologic and seismic hazards

  - **Section 4.7, Greenhouse Gas Emissions:** Changes to greenhouse gas emissions and conformance to applicable greenhouse gas plans, policy, and regulations

- **Section 4.8, Hazards and Hazardous Materials:** Changes in the risk of exposure to hazardous materials, or proximity to wildland fire hazards
- **Section 4.9, Hydrology and Water Quality:** Changes in water quality, drainage patterns and the amount of stormwater runoff
- **Section 4.10, Land Use and Planning:** Changes to land use and zoning
- **Section 4.11, Mineral Resources:** Impacts on mineral resources
- **Section 4.12, Noise and Vibration:** Changes in noise and vibration levels due to construction, traffic, and proposed uses
- **Section 4.13, Population and Housing:** Changes in population, jobs/housing balance, and the displacement of a substantial number of housing units or persons
- **Section 4.14, Public Services and Recreation:** Impacts related to the construction of new or expanded public facilities (i.e., fire protection and schools)
- **Section 4.15, Transportation and Traffic:** Changes in transportation conditions and vehicles miles traveled, review of emergency access, potential hazardous design features, and potential conflict with alternative transportation (e.g., bicycles and public transportation)
- **Section 4.16, Tribal Cultural Resources:** Impacts to cultural resources potentially related to one or more Native American tribes
- **Section 4.17, Utilities and Service Systems:** Impacts related to the increased need for utilities and infrastructure improvements and the construction of new or expanded facilities

- **Chapter 5.0, Alternatives:** This chapter provides analysis of a range of reasonable alternatives to the Proposed Plans in accordance with *CEQA Guidelines* Section 15126(f). The range of alternatives considered is based on their ability to feasibly attain most of the project objectives and avoid or substantially lessen any of the significant effects of the Proposed Plans:
  - **Alternative 1:** No Project
  - **Alternative 2:** Regional Center Alternative (Harbor Gateway)
  - **Alternative 3:** Major Corridors Alternative (Wilmington-Harbor City)

Because two plans are being considered, each alternative evaluates one alternative plan area while the other is held constant as the Proposed Plan.

- **Chapter 6.0, Other CEQA Considerations:** This chapter provides a summary of significant and unavoidable impacts of the Proposed Plans and a discussion of potential growth inducing effects of the Proposed Plan.

- **Chapter 7.0, Effects Not Found to be Significant:** This chapter summarizes those impact categories that were determined to be less than significant and did not need further analysis in the EIR.

- **Chapter 8.0, List of Preparers**: This chapter lists the individuals involved in preparing the EIR and organizations and persons consulted.

1.9 CEQA FINDINGS FOR PROJECT APPROVAL

Where a certified EIR identifies significant environmental effects, *CEQA Guidelines* Sections 15091 and 15092 require the adoption of findings prior to approval of a project. Prior to approval of a project, one of three findings must be made, as required by PRC Section 21081 and *CEQA Guidelines* Section 15091:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

- If the City approves the Proposed Plans, despite significant impacts identified in the Final EIR that cannot be feasibly mitigated, the City must state in writing the reasons for its actions, under *State CEQA Guidelines* Section 15093. Those findings, called a Statement of Overriding Considerations, must be prepared to substantiate the City's decision to accept the unavoidable significant environmental effects of the Proposed Plans when balanced against the benefits afforded by the Proposed Plans, and must be supported by substantial evidence in the record.

1.10 MITIGATION MONITORING PROGRAM

At the time of project approval, CEQA and the *State CEQA Guidelines* require lead agencies to adopt a mitigation monitoring and reporting program for monitoring the revisions it has required in the project and the measures it has imposed to mitigate or avoid significant effects on the environment (*State CEQA Guidelines* Section 21081.6; *State CEQA Guidelines* Section 15097). This DEIR contains mitigation measures that, if found feasible, will be included in the Mitigation Monitoring Program for the Proposed Plans.

2.0 EXECUTIVE SUMMARY

The purpose of the executive summary is to provide a clear and simple description of the project and its potential environmental impacts. Section 15123 of the *California Environmental Quality Act (CEQA) Guidelines*[1] requires the executive summary to identify each significant effect with proposed mitigation measure(s) and alternatives that would minimize or avoid that effect. The summary is also required to identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

2.1 PROJECT DESCRIPTION

This EIR has been prepared to examine the potential environmental effects of the updates to the City's Harbor LA Community Plans (Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan). The following is a summary of the full project description, which can be found in **Section 3.0**, **Project Description**.

Harbor LA Community Plans

The Harbor LA Community Plans are part of the City's Community Plan Update Program developed in 2006. The Harbor LA Community Plans Update includes updates to the existing Harbor Gateway Community Plan and the Wilmington-Harbor City Community Plan (hereinafter, collectively referred to as the "Harbor LA Plans," or "Proposed Plans"), two of the community plans located in the City of Los Angeles' harbor area. The amendments to the community plan text and land use maps for the Harbor LA Community Plans are intended to guide development through the year 2040 by establishing the City's broad planning goals, policies, and programs, the arrangement of land uses and intensities, as well as specific development standards for the Plan areas. A community plan, as a portion of the Land Use Element of the General Plan, is a vision statement for the City's desired growth and development of a particular area of the City. The community plan updates will also include the adoption of zone and General Plan land use designation changes and amendments to other elements of the General Plan to ensure consistency.

The Harbor Gateway Community Plan Area (CPA) encompasses approximately 5.1 square miles (3,264 acres) and is situated in the southern portion of Los Angeles. The Harbor Gateway CPA is a narrow corridor which links the City's harbor communities to the main body of the City. The Harbor Gateway CPA is

1 *State CEQA Guidelines*, Section 15123. Available online at: https://govt.westlaw.com/calregs/Document/IB5A2CE00D48811DEBC02831C6D6C108E?viewType=FullText&originationContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default), accessed on October 28, 2021.

generally bound by 120th Street to the north, Sepulveda Boulevard to the south, Vermont Avenue and Western Avenue to the west, and Figueroa Street and Normandie Avenue to the east. The Harbor Gateway CPA is bordered by the South and Southeast Los Angeles CPAs to the north (at 120th Street); the cities of Gardena and Torrance to the west; and Carson and unincorporated Los Angeles County to the east. Immediately to the south of Sepulveda Boulevard is the Wilmington-Harbor City Community Plan Area (CPA), which encompasses approximately 10.2 square miles (6,481 acres) and is situated in the southern portion of the City, near the Los Angeles Harbor. The Wilmington-Harbor City CPA is generally bound by Sepulveda Boulevard and Lomita Boulevard to the north, Harry Bridges Boulevard and the Port of Los Angeles to the south, Western Avenue to the west, and the City of Long Beach to the east. The Wilmington-Harbor City CPA is bordered by the communities of Harbor Gateway CPA to the north; the San Pedro CPA and the Port of Los Angeles to the south; and is adjacent to the cities of Torrance, Lomita, and Rancho Palos Verdes to the west; and the cities of Carson, Long Beach, and unincorporated Los Angeles County to the east.

2.2 PROJECT OBJECTIVES

The underlying purpose of the Harbor LA Community Plans is to plan for and accommodate foreseeable growth in the Harbor LA CPAs consistent with the growth strategies of the City as provided in the Framework Elements, SB 375 policies, and Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The Primary Objectives of the Proposed Plans are as follows:

- Accommodate projected population, housing and employment growth forecasted through the planning horizon year of 2040 consistent with the policies of the City of Los Angeles General Plan Framework Element;
- Address the history of contamination and incompatible land use patterns;
- Create hybrid industrial areas that prioritize jobs-producing uses and serve as a buffer between residential and heavy industrial uses;
- Address housing needs for all income levels through a tailored base and bonus incentive system and minimize displacement of existing residents;
- Encourage mixed-use and equitable transit-oriented development at key locations;
- Revitalize existing commercial areas through zoning regulations for improved street frontage and pedestrian-oriented design standards and by promoting a diversity of uses;

- Refine the intensity and enhance the form of existing commercial areas and create new commercial areas along corridors and at centers in select locations;
- Preserve appropriate industrial districts and improve their function and visual character through new zoning regulations for improved street frontage, screening and quality building design;
- Maintain stable residentially zoned neighborhoods and add new zoning regulations with design standards for appropriate neighborhood massing; and
- Create a Regional Center in the Harbor Gateway CPA, as referenced in the Framework Element.

The **Secondary Objectives** of the Proposed Plans are as follows:

- Preserve the historic and cultural character and commercial building forms of select corridors, such as portions of Gardena Boulevard and Avalon Boulevard;
- Protect identified eligible historic resources through new zoning regulations;
- Coordinate local planning efforts with anticipated changes at the Port of Los Angeles and adjacent jurisdictions;
- Update existing zoning and general plan land use designations to reflect on the ground uses;
- Develop new standards that create a cohesive design while preserving neighborhood character;
- Improve consistency between General Plan land use designations and zoning regulations where needed and update land use nomenclature to correspond with appropriate General Plan Framework designations;
- Improve circulation to be consistent with street designations and abutting land uses;
- Create and update overlays such as Clean Up Green Up, as needed;
- Update zoning regulations and General Plan land use designations surrounding the Del Amo and Montrose Superfund Sites to create a buffer and minimize environmental impacts to the surrounding community; and
- Protect existing open space in the CPAs and increase access to open space by incorporating active frontages, building breaks, and outdoor amenity space where appropriate.

2.3 HARBOR LA COMMUNITY PLANS REASONABLY ANTICIPATED DEVELOPMENT

Reasonably anticipated development that is expected to occur through 2040 as a result of the Proposed Plans is shown in **Table 2.0-1, 2040 Reasonably Anticipated Development of the Harbor LA Community Plans Compared to SCAG Forecast**. The Harbor LA Community Plans would increase reasonably expected housing, population and employment compared to SCAG forecasts.

Reasonably anticipated development for the Harbor LA CPAs was determined based on the acreage of land use designations and allowable densities and intensities of each zone within a given land use designation; its anticipated levels of development during the life of the Proposed Plans; and development constraints, such as topography, land acquisition and construction costs, and historic preservation regulations. The development anticipated under the Harbor LA Community Plans would accommodate SCAG's 2040 population, housing, and employment projections. Reasonably anticipated development and reasonably expected housing, population and employment growth are further discussed in **Section 4.12**, **Population and Housing.**

Table 2.0-1
2040 Reasonably Anticipated Development Of The Harbor LA Community Plans Compared to SCAG Forecast

	2019 Baseline[1]	2040 Current Plans /No Project [1]	2040 Proposed Plans [1]	2040 SCAG Growth Forecast[2]
Harbor Gateway CPA				
Housing	12,379	14,948	19,253	13,106
Population	41, 563	49,329	63,523	43,561
Employment	14,000	19,573	40,998	23,800
Wilmington-Harbor City CPA				
Housing	23,896	24,210	27,949	23,239
Population	81,865	84,737	97,822	81,492
Employment	10,540	16,784	21,341	20,280
Harbor LA Community Plans (combined)				
Housing	36,275	39,158	47,202	36,345
Population	123,428	134,066	161,345	125,053
Employment	24,540	36,357	62,339	44,080

1. LADCP – 2023
2.SCAG 2016 RTP/SCS and 2019 Socioeconomic Data
Note: See Appendix B Methodology for further discussion of reasonably anticipated development.

2.4 AREAS OF KNOWN CONTROVERSY

Potential areas of controversy and issues to be resolved by the City's decision-makers may include those environmental issue areas where the potential for an unavoidable and significant impact has been identified.

Based on the NOP comment letters (provided in **Appendix 1.0-2, Comment Letters,** of this Draft EIR), issues known to be of concern in the community and therefore, potential areas of controversy, include air quality, impacts of industrial uses on nearby neighborhoods, and traffic congestion.

2.5 ISSUES TO BE RESOLVED

The *State CEQA Guidelines* require an EIR to present issues to be resolved by the lead agency. These issues include the choice between alternatives and whether or how to mitigate potentially significant impacts. The major issues to be resolved by the City of Los Angeles, as the Lead Agency for the project include the following:

- Whether the recommended mitigation measures should be adopted or modified;
- Whether additional mitigation measures need to be applied to the project; and
- Whether the project or an alternative should be approved.

The primary issue to be resolved through the planning and environmental review process for the Proposed Plans is whether the City should adopt the updated Harbor LA Community Plans to replace the existing community plans. Options include adopting the Proposed Plans or some variation of it (such as one of the alternatives considered in this EIR) or continuing to have the existing community plans and zoning code guide development in the Harbor LA CPAs and throughout the City.

2.6 ALTERNATIVES TO THE PROJECT

As required by Section 15126.6 of the *CEQA Guidelines*, a range of reasonable alternatives to the Proposed Plans that would attain most of the basic project objectives but would avoid or substantially lessen any of its significant environmental effects must be examined. Alternatives aim to identify and disclose ways to mitigate or avoid significant environmental effects that may result from the Proposed Project. Impacts found to be significant and unavoidable in **Section 4.0, Environmental Analysis**, include the exceedance of criteria air pollutant emission standards including construction related NOx emissions and operation-related VOC emissions, the possible loss of historical resources, temporary construction-related noise and construction-related vibration impacts, deterioration of existing parks, exceedance of the City's Vehicle Miles Traveled (VMT) threshold, and traffic safety impacts related to highway off-ramp queuing. Impacts

found to be potentially significant but able to be reduced to less than significant with the imposition of proposed mitigation include impacts to sensitive receptors from construction-related activities, impacts to archaeological resources and paleontological resources, transport and release of hazardous materials, and tribal cultural resources.

The alternatives considered are summarized below. Project alternatives are further discussed in **Section 5.0**, **Alternatives**.

Alternative 1 – No Project Alternative

The No Project Alternative involves continued implementation of the existing 1995 Harbor Gateway Community Plan and 1999 Wilmington-Harbor City Community Plan. Under this alternative, the current Community Plans would continue to apply, and existing plans and policies would continue to accommodate development in accordance with the existing General Plan designations. This Alternative would assume that the Proposed Plans, and new zoning designations are not adopted for the Harbor LA CPAs.

Alternative 2 – Regional Center Alternative (Harbor Gateway)

The Regional Center Alternative (Alternative 2) assumes less development in the Regional Center designated areas than the Proposed Harbor Gateway Plan. The Regional Center land use designation would not be applied to some of the parcels proposed for change. Reasonably anticipated development (RAD) would meet the SCAG RTP 2016 housing, population, and employment projections for the 2040 horizon year. Like the Proposed Plan, development would be focused in the Regional Center Area that is roughly bordered by 182nd Avenue, Figueroa Street, 190th Avenue, Vermont Avenue, Francisco Street, and Western Avenue. Alternative 2 would result in fewer jobs, housing and population. The proposed land use and zoning considerations under Alternative 2 would further limit warehouse uses, reduce the scale (bulk, height and intensity) of development in the Regional Center with more open space, and lower-density buildings. Residential uses would consist of larger unit sizes with higher bedroom counts for families. These adjustments would be focused on the parcels near Artesia Boulevard, east of Vermont Avenue, north of 190th Street, and west of the 110 Freeway.

Alternative 3 – Major Commercial Corridors (Wilmington-Harbor City)

The Major Commercial Corridors Alternative (Alternative 3) would involve less intense up-plans and up zones than the Proposed Plan in the Wilmington-Harbor City CPA. Alternative 3 would distribute growth consistently amongst all of the commercial corridors within the Wilmington-Harbor City CPA thereby increasing reasonably anticipated development capacity to accommodate new housing, population and

jobs based on their existing commercial land use designation. This alternative would involve moderate up zones at locations that differ from those of the Wilmington-Harbor City Plan. Generally, this alternative would make the same recommendations as the Proposed Plans but would distribute the growth more evenly across the commercial corridors within the CPA. Generally, this alternative would make the same recommendations as the Proposed Plans but would distribute the growth more evenly across the commercial corridors within the Wilmington-Harbor City CPA as compared to the Proposed Plan where growth would be concentrated along the Pacific Coast Highway between Western Avenue to the Interstate 110 Freeway and along Avalon Boulevard between Opp Street and Harry Bridges Boulevard.

2.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires identification of the environmentally superior alternative among the options studied. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. Based on the ability to reduce environmental impacts and meet project objectives, the Major Corridors Alternative (Alternative 3) is the Environmentally Superior Alternatives for the respective CPAs.

2.8 SUMMARY OF PROJECT IMPACTS

A summary of the environmental impacts associated with the Proposed Project is included in **Table ES-3**. If necessary, mitigation measures are included to avoid or decrease the severity of significant impacts. The level of significance before and after mitigation measures is also identified.

Table 2.0-2
Summary of Project Impacts, Mitigation Measures, and Residual Impacts

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
AESTHETICS		
Impact 4.1-1: Would implementation of the Proposed Plans have a substantial adverse effect on a scenic vista?	No mitigation measures are required.	Less than significant.
Impact 4.1-2: Would the Proposed Plans substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No mitigation measures are required.	No Impact.
Impact 4.1-3: If the Proposed Plans are in an urbanized area, would the Proposed Plans conflict with applicable zoning and other regulations governing scenic quality, or where it proposes to change the applicable zoning and other regulations governing scenic quality would it degrade the visual character of the CPAs and its surrounding area?	No mitigation measures are required.	Less than significant.
Impact 4.1-4: Would the Proposed Plans create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No mitigation measures are required.	Less than significant.
AIR QUALITY		
Impact 4.2-1: Would implementation of the Proposed Plans conflict with or obstruct implementation of the applicable air quality plan?	No mitigation measures are required.	Less than significant.
Impact 4.2-2: Would the Proposed Plans result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	**AQ-1:** For any project whose construction activities involve the use of construction equipment and requires a permit from the Los Angeles Department of Building and Safety (LADBS), consistent with SCAQMD Rule 403, the best available dust control measures shall be implemented during Ground Disturbance Activities and active construction operations capable of generating dust. **AQ-2:** For any project whose construction activities involve the use of construction equipment requires a permit from LADBS, maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be maintained per the proof of compliance requirements for a minimum of five years after the Certificate of Occupancy is issued. All construction equipment shall achieve emissions reductions that are no less than what could be achieved by a Tier 3 diesel emission control strategy for a similarly sized engine as defined by CARB regulations.	Significant and Unavoidable.

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	AQ-3: For any project whose construction activities involve the use of construction equipment and requires a permit from LADBS, Vehicle idling during construction activities shall be limited to five minutes as set forth in the California Code of Regulations, Title 13, Section 2449. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits. **AQ-4:** For any project whose construction activities involve the use of construction equipment and requires a permit from LADBS, electricity from power poles rather than temporary gasoline or diesel-powered generators shall be used To the Extent Available and Feasible. **AQ-5:** . For any project whose construction activities involve the use of construction equipment requires a permit from LADBS and involves at least 5,000 cubic yards of on-site cut/fill on any given day, all off-road diesel-powered construction equipment equal to or greater than 50 horsepower shall meet the U.S. Environmental Protection Agency's (U.S. EPA) Tier 4 emission standards during construction. Operators shall maintain records of all off-road equipment associated with Project construction to document that each piece of equipment used meets these emission standards per the proof of compliance requirement for a minimum of five years after the Certificate of Occupancy is issued. In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds. **AQ-6:** In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds. **AQ-7:** For any project whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve more than 90 round-trip haul truck trips on any given day for demolition debris and import/export of soil, construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 g/bhp-hr. of particulate matter (PM) and 0.20 g/bhp-hr. of nitrogen oxides (NOX) emissions. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards per the proof of compliance requirements in Subsection I.D.6. **AQ-8:** In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.	
Impact 4.2-3: Would implementation of the Proposed Plans expose sensitive receptors to substantial pollutant concentrations?	See **MM-AQ-1** through **MM-AQ-8** above. **MM-AQ-9:** For applicants for distribution centers in the CPAs within 1,000 feet of sensitive uses that require discretionary permits and/or would accommodate more than 100 truck trips or 40 TRUs per day, prepare HRAs in accordance with SCAQMD and OEHHA guidance to	Construction: Less than significant with mitigation. Operations: Significant

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
	identify the potential for cancer and non-cancer health risks. If cancer risks exceeding SCAQMD standards are identified, the Applicant shall identify opportunities to reduce emissions and associated risks. Methods may include, but are not limited to, limiting the number of trucks/TRUs accessing the site on a daily basis, locating distribution center entry and exist points as far as possible from sensitive land uses, and routing truck traffic away from sensitive land uses.	and unavoidable.
Impact 4.2-4: Would implementation of the Proposed Plans result in other emissions (such as those leading to odor) adversely affecting a substantial number of people?	No mitigation measures are required.	Less than significant.
BIOLOGICAL RESOURCES		
Impact 4.3-1: Would implementation of the Proposed Plans have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?	**MM BIO-1**: If any active bird nest is found during a pre-construction nesting bird survey or is discovered inadvertently during earthwork or construction-related activities, a Qualified Biologist shall be retained by the Applicant or Owner to determine an appropriate avoidance buffer which shall be no less than is necessary to protect the nest, eggs and/or fledglings, from damage or disturbance in consideration of the following factors: the bird species, the availability of suitable habitat within the immediate area, the proposed work activity, and existing disturbances associated with surrounding land uses. The buffer shall be demarcated using bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary of the buffer. All construction personnel shall be notified of the buffer zone and shall avoid entering the protected area. No Ground Disturbing Activities or vegetation removal shall occur within this buffer area until the Qualified Biologist has confirmed that breeding/nesting is complete and the young have fledged the nest and/or that the nest is no longer an Active Nest. The Qualified Biologist shall prepare a report prior to the issuance of any building permit detailing the results of the nesting bird survey and subsequent monitoring, which shall be maintained for a minimum of five years after the Certificate of Occupancy is issued. **MM BIO-2**: All project applicants will be notified of and shall include on their plans an acknowledgement of the requirement to comply with the federal MBTA and CFGC to not destroy active bird nests and of best practices recommended by qualified biologist to avoid impacts to active nests, including checking for nests prior to construction activities during February 1-August 31 and what to do if an active nest is found, including inadvertently during grading or construction activities, including the need to comply with the measures in **MM BIO-1**.	Less than significant.
Impact 4.3-2: Would implementation of the Proposed Plans have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No mitigation measures are required.	Less than significant.

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Impact 4.3-3: Would implementation of the Proposed Plans have a substantial adverse effect on federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No mitigation measures are required.	Less than significant.
Impact 4.3-4: Would implementation of the Proposed Plans interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No mitigation measures are required.	Less than significant.
Impact 4.3-5: Would implementation of the Proposed Plans conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?.	No mitigation measures are required.	Less than significant.
Impact 4.3-6: Would implementation of the Proposed Plans conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No mitigation measures are required.	No Impact.
CULTURAL RESOURCES		
Impact 4.4-1: Would implementation of the Proposed Plans cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Historical resources that are designated under Historic-Cultural Monuments (HCM) may be demolished if an applicant goes through the discretionary review process and receives an approved entitlement. As a policy matter, the City finds that requiring additional review of projects otherwise undergoing discretionary review is undesirable due to the delays it could result in for projects. Additionally, the City finds that it is undesirable to put additional regulations or processes, beyond existing state or local laws, on projects involving historical resources that are designated under the HCM or Historic Preservation Overlay Zone, including ministerial projects. Therefore, the City has not identified any feasible mitigation to address the impact related to historical resources.	Significant and unavoidable.
Impact 4.4-2: Would implementation of the Proposed Plans cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	**MM.CR-1**: For any project that requires a permit for grading or excavation; if a possible archaeological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until an Archaeological Monitor or a Qualified Archaeologist has been retained to evaluate the find in accordance with National Register of Historic Places and California Register of Historical Resources criteria. Any Archaeological Monitor or Qualified Archaeologist shall be approved by the Department of City Planning, OHR. The Qualified Archaeologist may adjust this avoidance area, ensuring appropriate temporary protection measures of the find are taken while also considering ongoing construction needs in the surrounding area. Temporary staking and delineation of the avoidance area shall be installed around the find in order to avoid any disturbance from construction equipment. Ground Disturbance Activities may continue unimpeded on other portions of the site outside the specified radius.	Less than significant with mitigation.

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
	Any potential archaeological resource or associated materials that are uncovered shall not be moved or collected by anyone other than an Archaeological Monitor or Qualified Archaeologist unless the materials have been determined to be non-unique archaeological resources, as defined in Public Resources Code Section 21083.2(h), by the Qualified Archaeologist. The Qualified Archaeologist shall determine if the resources are unique archeological resources as defined in Public Resources Code Section 21083.2(g). Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of unique archaeological resources should occur as follows: • The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource. • When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Archaeologist. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Archaeologist. A report that describes the resource(s) and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Archaeologist according to current professional standards and maintained for a minimum of five years after the Certificate of Occupancy is issued. If appropriate, the report should also contain the Qualified Archaeologist's recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply. **MM.CR-2**: Prior to issuance of a permit for grading or excavation all project applicants will receive notice and acknowledge receipt of the following notice: Several laws regulate the treatment of archaeological, paleontological, and tribal cultural resources and make it a criminal violation to destroy those resources. These regulations include, but are not limited to: • California Penal Code Section 622 1/2 - Unlawful Disfigurement of Archeological or Historical Objects provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor." • Public Resources Code Section 5097.5(a) states: "A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands." • California Code of Regulations, Title 14, Section 4308 states: "No person shall remove,	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact

injure, deface or destroy any object of paleontological, archaeological, or historical interest or value." Section 1427 "No Person shall collect or remove any object or thing of archeological or historical interest or value, nor shall any Person injure, disfigure, deface or destroy the physical site, location or context in which the object or thing of archeological or historical interest or value is found."

The following best practices are recognized by archaeologists and environmental consultants to ensure archaeological resources are not damaged during grading, excavation, or other Ground Disturbance Activities:

- Records Search. A cultural resources records search should be requested from and conducted by the California Historical Resources Information System's (CHRIS) South Central Coastal Information Center (SCCIC) located at California State University, Fullerton to determine whether any cultural resources have been previously identified on or within a 0.5-mile radius of the Project site. The results of this records search shall be used as an indicator of the archaeological sensitivity of the Project site.
- A Qualified Archaeologist shall be retained and use all reasonable methods, consistent with professional standards and best practices, to determine the potential for archaeological resources to be present on the Project site. Any Qualified Archaeologist shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").
- If the Qualified Archaeologist determines there is a medium to high potential that archaeological resources may be located on the Project site and it is possible that such resources will be impacted by the Project, the Qualified Archaeologist shall advise the Applicant and Owner to retain an Archaeological Monitor to observe all Ground Disturbance Activities within those areas identified as having a medium to high potential in order to identify any resources and avoid potential impacts to such resources.
- Monitoring. An Archaeological Monitor should monitor excavation and grading activities in soils that have not been previously disturbed in order to identify and record any potential archaeological finds and avoid potential impacts to such resources. In the event of a possible archaeological discovery, the Archaeological Monitor shall notify a Qualified Archaeologist. The Archaeological Monitor has the authority to temporarily halt earthwork activities. Any Qualified Archaeological Monitor(S) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").
- Handling, Evaluation, and Preservation. Any archaeological resource materials or associated materials that are uncovered shall not be moved or collected by anyone other than an Archaeological Monitor or Qualified Archaeologist unless they have been determined to be nonunique archaeological resources, as defined in Public Resources Code Section 21083.1(h) by a Qualified Archaeologist. A Qualified Archaeologist shall determine if the resources are unique archeological resources as defined in Public Resources Code Section 21083.2(g).
- Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of unique archaeological resources should occur as follows:

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
	– The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource. – When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Archaeologist. • If recommended by the Qualified Archaeologist, the resource(s) shall be curated by a public, non-profit institution with a research interest in the material, such as the Natural History Museum of Los Angeles County or another appropriate curatorial facility for educational purposes. • Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Archaeologist.	
Impact 4.4-3: Would implementation of the Proposed Plans disturb human remains, including those interred outside of dedicated cemeteries?	No mitigation measures are required.	Less than significant.
ENERGY		
Impact 4.5-1: Would implementation of the Proposed Plans result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	No mitigation measures are required.	Less than significant.
Impact 4.5-2: Would implementation of the Proposed Plans result in a conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	No mitigation measures are required.	Less than significant.
GEOLOGY AND SOILS		
Impact 4.6-1: Would implementation of the Proposed Plans directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	No mitigation measures are required.	Less than significant.
Impact 4.6-2: Would implementation of the Proposed Plans directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	No mitigation measures are required.	Less than significant.

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Impact 4.6-3: Would implementation of the Proposed Plans directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction and/or landslides?	No mitigation measures are required.	Less than significant.
Impact 4.6-4: Would implementation of the Proposed Plans result in substantial soil erosion or the loss of topsoil?	No mitigation measures are required.	Less than significant.
Impact 4.6-5: Would implementation of the Proposed Plan be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, or collapse?	No mitigation measures are required.	Less than significant.
Impact 4.6-6: Would implementation of the Proposed Plans be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No mitigation measures are required.	Less than significant.
Impact 4.6-7: Would implementation of the Proposed Plans have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No mitigation measures are required.	No impact.
Impact 4.6-8: Would implementation of the Proposed Plans directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**MM.GEO-1**: **Paleontological Resources.** For all discretionary projects that are excavating earth for two or more subterranean levels within previously undisturbed land or below previously excavated depths within native soils, a determination shall be made using all reasonable methods to determine the potential that paleontological resources are present on the project site, including through searches of databases and records, and surveys. If there is a medium to high potential that paleontological resources are located on the project site and it is possible that these resources will be impacted, monitoring will be conducted for all excavation, grading or other ground disturbance activities to identify any resources and avoid potential impacts to such resources as follows: • Paleontological Worker Environmental Awareness Program (WEAP). Prior to the start of construction, the paleontological monitor shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is(are) scientifically significant, the paleontological monitor shall complete the next two steps. • Fossil Salvage. The Qualified Paleontologist or designated paleontological monitor shall recover intact fossils. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such	Less than significant with mitigation.

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as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any fossils shall be handled and deposited consistent with a mitigation plan prepared by the paleontological monitor.

- Paleontological Resource Construction Monitoring. Additional ground disturbing construction activities (including grading, trenching, foundation work and other excavations) in undisturbed sediments, below five feet, with high paleontological sensitivity shall be monitored on a full-time basis by a Qualified Paleontologist or designated paleontological monitor during initial ground disturbance. If the paleontological monitor determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall be reinstated if any new or unforeseen deeper ground disturbances are required.

MM.GEO-2: **Treatment of Paleontological Resources**. If a probable paleontological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Paleontologist has been retained to evaluate the find in accordance with the Society of Vertebrate Paleontology's Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Temporary flagging shall be installed around the find in order to avoid any disturbance from construction equipment. Any paleontological materials that are uncovered shall not be moved or collected by anyone other than a Qualified Paleontologist or his/her designated representative such as a Paleontological Monitor. If cleared by the Qualified Paleontologist, Ground Disturbance Activities may continue unimpeded on other portions of the site. The found deposit(s) shall be treated in accordance with the Society of Vertebrate Paleontology's Standard Procedures. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by Qualified Paleontologist. A report that describes the resource and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Paleontologist according to current professional standards and maintained pursuant to the proof of compliance requirements in Subsection I.D.6. If appropriate, the report should also contain the Qualified Paleontologist's recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply.

MM.GEO-3: Notification of Intent to Excavate Language. For all projects not subject to MM-GEO-1 that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants:

- California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."
- PRC Section 5097.5 provides protection for cultural and paleontological resources, where Section 5097.5(a) states, in part, that: "A person shall not knowingly and willfully

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	excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands." • California Code of Regulations, Title 14, Section 4308 states that "No person shall destroy, disturb, mutilate, or remove earth, sand, gravel, oil, minerals, rocks, paleontological features, or features of caves." Section 1427 "No Person shall collect or remove any object or thing of archeological or historical interest or value, nor shall any Person injure, disfigure, deface or destroy the physical site, location or context in which the object or thing of archeological or historical interest or value is found." • Best practices to ensure unique geological and paleontological resources are not damaged include compliance with **MM GEO-2**.	
GREENHOUSE GASES		
Impact 4.7-1: Whether the Proposed Plans are consistent with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2020-2045 RTP/SCS), the Sustainable City pLAn, GreenLA, and relevant components of the City's General Plan?	No mitigation measures are required.	Less than significant.
HAZARDS AND HAZARDOUS MATERIALS		
Impact 4.8-1: Would implementation of the Proposed Plans create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**MM HAZ-1:** Any Project that requires a grading, excavation, or building permit from LADBS and which is: • Located on or within 500 feet of a Hazardous Materials site listed in any of the following databases: – State Water Resources Control Board GeoTracker (refer to https://geotracker.waterboards.ca.gov); – DTSC EnviroStor (refer to https://www.envirostor.dtsc.ca.gov/public); – DTSC Hazardous Waste Tracking System (refer to https://hwts.dtsc.ca.gov); – LAFD Certified Unified Program Agency (refer to the active, inactive, and historical inventory lists at https://www.lafd.org/fire-prevention/cupa/public-records); – Los Angeles County Fire Department Health Hazardous Materials Division (refer to the active and inactive facilities, site mitigation, and California Accidental Release Prevention inventory lists at https://fire.lacounty.gov/public-records-requests); – SCAQMD Facility Information Detail (refer to https://xappprod.aqmd.gov/find); or • Located on or within 500 feet of a Hazardous Materials site designated as a Resource	Less than significant with mitigation.

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Conservation and Recovery Act (RCRA) Small Quantity Generator or Large Quantity Generator (refer to the USEPA Envirofacts database at https://enviro.epa.gov/index.html); or

- Located in an Oil Drilling District (O) or located on or within 50 feet of a property identified as having an oil well or an oil field (active or inactive) by the California Geologic Energy Management Division (refer to https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx); or
- Located on land currently or previously designated with an industrial use class or industrial zoning, in whole or in part; or
- Located on land currently or previously used for a gas station or dry-cleaning facility.

Or:

- The Applicant or Owner are aware or have reason to be aware that the Project site was previously used for an industrial use, gas station or dry cleaner.

And:

- The site has not been previously remediated to the satisfaction of the relevant regulatory agency/agencies for any contamination associated with the above uses or site conditions.

Then a Phase I Environmental Site Assessment shall be prepared by a Qualified Environmental Professional in accordance with State standards/guidelines and current professional standards, including the American Society for Testing and Materials' (ASTM) Standard Practice for Environmental Site Assessments, to evaluate whether the site, or the surrounding area, is contaminated with hazardous substances from any past or current land uses, including contamination related to the storage, transport, generation, or disposal of toxic or Hazardous Waste or materials.

If the Phase I identifies a Recognized Environmental Condition (REC) and/or if recommended in the Phase I, a Phase II The Phase I and/or Phase II Environmental Site Assessment(s) shall be maintained pursuant to appropriate proof of compliance for a minimum of five years after the Certificate of Occupancy is issued and made available for review and inclusion in the case file by the appropriate regulatory agency, such as the State Water Resources Control Board, the State Department of Toxic Substances Control, or the LAFD Hazard Mitigation Program. Any remediation plan recommended in the Phase II Environmental Site Assessment or by the appropriate regulatory agency shall be implemented and, if required, a No Further Action letter shall be issued by the appropriate regulatory agency prior to issuance of any permit from LADBS, unless the regulating agency determines that remedial action can be implemented in conjunction with excavation and/or grading. If oversight or approval by a regulatory agency is not required, the Qualified Environmental Professional shall provide written verification of compliance with and completion of the remediation plan, such that the site meets the applicable standards for the proposed use, which shall be maintained pursuant to appropriate proof of compliance

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
	requirements. **MM HAZ-2**: Any project that requires a grading, excavation, or building permit from LADBS and which suspected Hazardous Materials, contamination, debris, or other features or materials that could present a threat to human health or the environment are discovered during earthwork or construction, such activities shall cease immediately until the affected area is evaluated by a Qualified Environmental Professional. If the Qualified Environmental Professional determines that a hazard exists, a remediation plan shall be developed by the Qualified Environmental Professional in consultation with the appropriate regulatory agency, and the remediation identified shall be completed. Work shall not resume in the affected area until appropriate actions have been implemented in accordance with the remediation plan, to the satisfaction of the regulatory agency. A report that describes the Hazardous Materials, contamination or debris and its disposition, shall be prepared by the Qualified Environmental Professional, according to current professional standards and maintained pursuant to appropriate proof of compliance requirements.	
Impact 4.8-2: Would implementation of the Proposed Plans create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	See **MM HAZ-1** and **MM HAZ-2**.	Less than significant with mitigation.
Impact 4.8-3: Would implementation of the Proposed Plans emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	See **MM HAZ-1** and **MM HAZ-2**.	Less than significant with mitigation.
Impact 4.8-4: Would development under the Proposed Plans be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	**See. MM HAZ-1** and **MM HAZ-2**.	Less than significant with mitigation.
Impact 4.8-5: Would development under the Proposed Plans be within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the Project Area?	No mitigation measures are required.	Less than significant.
Impact 4.8-6: Would implementation of the Proposed Plans impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No mitigation measures are required.	Less than significant.

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Impact 4.8-7: Would implementation of the Proposed Plans expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No mitigation measures are required.	Less than significant.
HYDROLOGY AND WATER QUALITY		
Impact 4.9-1: Would implementation of the Proposed Plans violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	No mitigation measures are required.	Less than significant.
Impact 4.9-2: Would implementation of the Proposed Plans substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the plans may impede sustainable groundwater management of the basin?	No mitigation measures are required.	Less than significant.
Impact 4.9-3: Would implementation of the Proposed Plans substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on- or off-site? i) Result in substantial erosion or siltation on-or-off site? ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite? iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? iv) Impede or redirect flood flows?	No mitigation measures are required.	Less than significant.
Impact 4.9-4: Would implementation of the Proposed Plans in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No mitigation measures are required.	Less than significant.
Impact 4.9-5: Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No mitigation measures are required.	Less than significant.
LAND USE AND PLANNING		
Impact 4.10-1: Would implementation of the Proposed Plans physically divide an established community?.	No mitigation measures are required.	No Impact

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Impact 4.10-2: Would implementation of the Proposed Plans cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No mitigation measures are required.	Less than significant.
MINERAL RESOURCES		
Impact 4.11-1: Would the Proposed Plans result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	No mitigation measures are required.	Less than significant.
Impact 4.11-2: Would the Proposed Plans result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	No mitigation measures are required.	Less than significant.
NOISE		
Impact 4.12-1: Would implementation of the Proposed Plans result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Plans in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**MM-NOI-1**: Required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS. Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the applicant or owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications. **MM-NOI-2:** Required for any project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS. Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report. **MM-NOI-3:** Required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS. All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any off-site Noise-Sensitive Uses. **MM-NOI-4:** Required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS. Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes 'as far as possible' shall be upon the Applicant or Owner, in consideration of the above factors. **MM-NOI-5:** Required for any project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS; and whose	Construction: Significant and Unavoidable Operations: Less than significant.

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
	construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses. Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the applicant or owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints. **MM-NOI-6**: Required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics: • Two or more subterranean levels • 20,000 cubic yards or more of excavated material; • Simultaneous use of five or more pieces of construction equipment; or • Construction duration (excluding architectural coatings) of 18 months or more; • Or any project whose construction activities involve pile driving or the use of 300 horsepower equipment. A Noise Study, prepared by a qualified noise expert shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall characterize expected sources of earthwork and construction noise that may affect identified noise-sensitive uses, quantify expected noise levels at these noise-sensitive uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the Los Angeles Municipal Code. Specifically, the Noise Study shall identify noise reduction devices or techniques to reduce noise levels in accordance with accepted industry practices and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to: mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. The Noise Study shall identify anticipated noise reductions at Noise-Sensitive Uses associated with the noise reduction measures. Applicants and owners shall be required to implement and comply with all measures identified and recommended in the Noise Study. The Noise Study and copies of any contractor agreements shall be maintained pursuant to the proof of compliance requirements and a copy of all records documenting compliance shall be maintained for a minimum of five years after the Certificate of Occupancy is issued.	
Impact 4.12-2: Would the Proposed Plans result in generation of excessive ground-borne vibration or ground-borne noise levels?	**MM-NOI-7:** Required for any project, with the exception of projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet; (2) require a permit from LADBS; and (3) which occur: • Within 25 feet of any building extremely susceptible to vibration damage, including	Construction: Significant and Unavoidable Operations: Less than significant.

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact

unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey; or

- Within 15 feet of non-engineered timber and masonry buildings or any project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey.
- Prior to demolition, grading/excavation, or construction, a Qualified Structural Engineer shall prepare a survey establishing baseline structural conditions of potentially affected structures and a Vibration Control Plan, which shall include methods to minimize vibration, including, but not limited to:
- A visual inspection of the potentially affected structures to document (by video and/or photography) the apparent physical condition of the building (e.g., cracks, broken panes, etc.).
- A shoring design to protect the identified structures from potential damage;
- Use of drilled piles or a sonic vibratory pile driver rather than impact pile driving, when the use of vibrating equipment is unavoidable;
- Use of rubber-tired equipment rather than metal-tracked equipment; and
- Avoiding the use of vibrating equipment when allowed by best engineering practice.

MM-NOI-8: Required for any project, with the exception of projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet; (2) require a permit from LADBS; and (3) which occur:

- Within 25 feet of any building extremely susceptible to vibration damage, including unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources survey; or
- Within 15 feet of non-engineered timber and masonry buildings.

Or any project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
	buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic resources Survey. In the event of damage to any non-historic building due to construction vibration, as verified by the Qualified Structural Engineer, a letter describing the damage to the impacted building(s) and recommendations for repair shall be prepared by the Qualified Structural Engineer within 60 days of the time when damage occurred. Repairs shall be undertaken and completed, at the owner's or applicant's expense, in conformance with all applicable codes. In the event of vibration damage to any building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources survey, a letter describing the damage to the impact building(s) and recommendations for repair shall be prepared by the Qualified Historian within 60 days of the time when damage occurred. Repairs shall be undertaken and completed, at the owner's or applicant's expense, in conformance with the California Historical Building Code (Title 24, Part 8) as well as the Secretary of the Interior's Standards for the Treatment of Historic Properties and associated guidelines, as applicable and as determined by the Qualified Historian.	
Impact 4.12-3: Would the Proposed Plans be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Proposed Plans expose people residing or working in the project area to excessive noise levels?	No mitigation measures are required.	No impact.
POPULATION, HOUSING, AND EMPLOYMENT		
Impact 4.13-1: Induce substantial population growth to areas of the region either directly (by proposing new homes and businesses) or indirectly (by extending roads and other infrastructure)?	No mitigation measures are required.	Less than significant.
Impact 4.13-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere>	No mitigation measures are required.	Less than significant.
FIRE SERVICES		
Impact 4.14-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection.	No mitigation measures are required.	Less than significant.
POLICE SERVICES		

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Impact 4.14-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.	No mitigation measures are required.	Less than significant.
SCHOOLS		
Impact 4.14-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.	No mitigation measures are required.	Less than significant.
LIBRARY		
Impact 4.14-4: Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services.	No mitigation measures are required.	Less than significant.
RECREATION		
Impact 4.14-5: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	The Quimby Act requires developers of residential projects (except affordable housing units and second dwelling units) to dedicate land for park and recreation purposes, or pay a fee in lieu thereof, prior to obtaining a permit. The City collects fees, will require open space under updated fee and Quimby program, but there is not adequate land at reasonable costs to meet the City's park needs. Therefore, the City has not identified any feasible mitigation to address the impact related to deterioration of existing parks.	Significant and unavoidable.
Impact 4.14-6: Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	No mitigation measures are required.	Less than significant.

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
TRANSPORTATION AND TRAFFIC		
Impact 4.15-1: Would implementation of the Proposed Plans conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?.	No mitigation measures are required.	Less than significant.
Impact 4.15-2 Would implementation of the Proposed Plans conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Application of **Mitigation Measure AQ-9** includes limiting truck activity which would reduce VMT as well as air quality impacts. The City currently addresses trip reduction and TDM on a Citywide basis per LAMC Section 12.26 J. Due to the factors discussed in the impact analysis regarding the limitations of the City's model, the large number of Port related trips and historical trip patterns, developing reasonable and feasible mitigation measures that fully reduce the VMT impact is challenging. The strategies discussed in Section 4.15 will reduce VMT impacts. However, the disproportionate impacts of goods movement on VMT in the Harbor LA CPAs is not anticipated to be fully mitigated due to the importance of goods movement from the ports on our regional, State, and national economies and the limited scope of the Proposed Plans. Mitigation of regional and national goods movements and emission controls for heavy-duty trucks is beyond the scope of the Proposed Plans. As discussed above, as to the non-good movement trips that contribute to a higher than existing average VMT, the City finds those numbers to be unreasonable in light of the housing plans in the City and adjacent jurisdictions. In any case, discretionary projects will need to show less than significant VMT impacts or be subject to mitigation measures.	Significant and unavoidable.
Impact 4.15-3: Would implementation of the Proposed Plans substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Significant and unavoidable impacts may result from project-specific ramp queuing as growth occurs pursuant to the Proposed Plans. Potential mitigation may include transportation demand management strategies to reduce an individual project's trip generation, investments to active transportation infrastructure, or transit system amenities, and/or operational changes to the ramp terminal such as lane reassignment, traffic signalization, signal phasing or timing modifications, etc. However, without specific information on where safety impacts may occur as a result of freeway off ramp queuing, it is not possible to identify appropriate mitigation measures. Therefore, no feasible mitigation can be identified for the Harbor LA CPAs. It is anticipated that subsequent land use development projects that are seeking approval under the Proposed Plans will be required to study freeway queuing and safety impacts in more detail per the Interim Guidance for Freeway Safety Analysis.	Significant and unavoidable.
Impact 4.15-4: Would implementation of the Proposed Plans result in inadequate emergency access?	No mitigation measures are required.	Less than significant.
TRIBAL CULTURAL RESOURCES		
Impact 4.16-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value	**MM TC-1**: Native American Consultation and Monitoring for Discretionary Projects Prior to commencing any ground disturbance activities at the project site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, auguring, backfilling, blasting, stripping topsoil or a	Less than significant with mitigation.

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
to a California Native American tribe, and that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	similar activity at the project site. Any qualified tribal monitor(s) shall be approved by a Native American tribe traditionally and culturally affiliated with the geographic area of the project. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR"). 1. The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources. 2. Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant, or its successor, shall maintain on the project site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities. 3. In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below: a. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; and (2) OHR. b. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources. c. The Applicant, or its successor, shall implement the tribe's recommendations if the qualified tribal monitor or archaeological monitor reasonably concludes such	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact

recommendations are reasonable and feasible and determined to be supported with substantial evidence

4. Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of tribal cultural resources shall occur as follows:
    a. The find shall be preserved in place or left in an undisturbed state unless the project would damage the resource.
    b. When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study shall occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a qualified tribal monitor or qualified archaeologist.
5. All collected artifacts and fieldwork notes, if not human remains or other mortuary objects, shall be curated at the Natural History Museum of Los Angeles County or another appropriate curatorial facility.
6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.
7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 7 above.
8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.
9. Notwithstanding paragraph 11 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

MM TC-2: Notices for Non-Discretionary Projects

All projects that are seeking excavation or grading permits, prior to issuance of a permit for grading or excavation, the Department of Building and Safety shall issue the following notice and obtain a signed acknowledgement that the notice was received and read by the applicant and owner.

- Several federal and state laws regulate the treatment of tribal resources and make it criminal violation to destroy those resources. These include, but are not limited to:

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact

- California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."
- Public Resources Code Section 5097.5(a) states, in part, that: "A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express written permission of the public agency having jurisdiction over the lands."
- California Code of Regulations, Title 14, Section 4307 states: "No person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value." Section 1427 "recognizes that California's archaeological resources are endangered by urban development and population growth and by natural forces…Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park of place, is guilty of a misdemeanor. It is a misdemeanor to alter any archaeological evidence found in any cave, or to remove any materials from a cave."

▪ Best practices to ensure that tribal cultural resources are not damaged include but are not limited to the following steps:

- A Sacred Lands File (SLF) records search shall be requested from and conducted by the California Native American Heritage Commission (NAHC) to determine whether cultural resources associated with any Native American tribe(s) with traditional lands or cultural places located within or near the Project site have been previously identified or whether the Project area is considered sensitive for the presence of tribal cultural resources.
- All tribes listed on the NAHC's Native American Contact List included with the SLF records search shall be contacted, informed of the Project, and given an opportunity to provide input. If the tribe provides substantial evidence of a potential for discovery of tribal cultural resources within the Project site and requests monitoring of Project excavation, grading or other Ground Disturbance Activities, a qualified tribal monitor or a qualified archaeological monitor shall be retained. Any qualified tribal monitor(s) shall be approved by a Native American tribe traditionally and culturally affiliated with the geographic area of the Project. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").
- A qualified tribal monitor or qualified archaeological monitor shall observe all ground disturbance activities within those areas identified in the records search as sensitive for the presence of tribal cultural resources in order to identify any resources and avoid potential impacts to such resources. In the event of a possible

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
	discovery of a tribal cultural resource, the qualified tribal monitor or qualified archaeological monitor shall have the authority to temporarily halt earthwork activities within an appropriate radius of the find, as determined by the qualified tribal monitor or qualified archaeological monitor to ensure the find is not damaged or any other potential tribal cultural resources on or near the project site. – If tribal resources are uncovered (in either a previously disturbed or undisturbed area), all work should cease in the appropriate radius determined by the qualified tribal monitor and in accordance with federal, state, and local guidelines. – Any find shall be treated with appropriate dignity and protected and preserved as appropriate with the agreement of the qualified tribal monitor and in accordance with federal, state, and local guidelines. – The location of the tribal cultural resources find and the type and nature of the find should not be published beyond providing it to public agencies with jurisdiction or responsibilities related to the resources any affected tribal representatives. – Following discovery, the applicant or owner shall immediately contact all Native American tribes that have informed the City of Los Angeles they are traditionally and culturally affiliated with the geographic area of the Project, as well as the Department of City Planning, Office of Historic Resources (OHR). – The applicant and owner shall provide any affected tribe a reasonable period of time, not less than five business days, to conduct a site visit and make recommendations to the applicant or owner regarding the monitoring of future ground disturbance activities and the treatment and disposition of any discovered tribal cultural resources. – The applicant or owner shall implement the tribe's recommendations if the qualified tribal monitor or archaeological monitor reasonably concludes such recommendations are reasonable and feasible and determined to be supported with substantial evidence. – Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of tribal cultural resources shall occur as follows: ▪ The find shall be preserved in place or left in an undisturbed state unless the Project would damage the resource. ▪ When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study shall occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Tribal Monitor or Qualified Archaeologist. – All collected artifacts and fieldwork notes, if not human remains or other mortuary objects, shall be curated at the Natural History Museum of Los Angeles County or another appropriate curatorial facility. – If cleared by the Qualified Tribal Monitor or Archaeological Monitor, Ground Disturbance Activities may continue unimpeded on other portions of the site.	

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
	Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed. – Personnel of the project should not collect or move any tribal cultural resources or associated materials or publish the location of tribal cultural resources.	
UTILITIES		
Impact 4.17-1: Would implementation of the Proposed Plans require or result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects?	No mitigation measures are required.	Less than significant.
Impact 4.17-2: Would implementation of the Proposed Plans have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	No mitigation measures are required.	Less than significant.
Impact 4.17-3: Would implementation of the Proposed Plans require or result in the relocation or construction of new or expanded wastewater treatment facilities the construction of which could cause significant environmental effects?	No mitigation measures are required.	Less than significant.
Impact 4.17-4: Would implementation of the Proposed Plans result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No mitigation measures are required.	Less than significant.
Impact 4.17-5: Would implementation of the Proposed Plans require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	No mitigation measures are required.	Less than significant.
Impact 4.17-6: Would implementation of the Proposed Plans generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No mitigation measures are required.	Less than significant.
Impact 4.17-7: Would implementation of the Proposed Plans comply with federal, state, and local statutes and regulations related to solid waste?	No mitigation measures are required.	Less than significant.

Significance Threshold and Project Impacts	Mitigation Measures	Residual Impact
Impact 4.17-8: Would implementation of the Proposed Plans require or result in the relocation or construction of new or expanded electricity, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.	No mitigation measures are required.	Less than significant.

3.0 PROJECT DESCRIPTION

Consistent with the provisions of the *California Environmental Quality Act (CEQA) Guidelines* Section 15124, this chapter provides information regarding the Proposed Plans, which consist of the Harbor LA Community Plans Update and related adoption of portions of the New Zoning Code.

This chapter is required to include the following information: the location of the Proposed Plans; a statement of project objectives; a general description of the Proposed Plans' technical, economic, and environmental characteristics; and a statement briefly describing the intended uses of this Draft Environmental Impact Report (EIR). The *CEQA Guidelines* state a project description need not be exhaustive but should provide the level of detail needed for the evaluation and review of potential environmental impacts.

The Project Description is the starting point for all environmental analysis required by the *CEQA Guidelines*. Section 15146 of the *CEQA Guidelines* states that the degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity, which is described in the EIR.

3.1 PROJECT OVERVIEW

There are 35 community plans and two special district plans (Los Angeles International Airport [LAX] and the Port of Los Angeles) that make up the land use element of the City's *General Plan*.[1] An update to the Harbor LA Community Plans is the primary component of the Proposed Plans. The Harbor LA Community Plans Update includes the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan (hereinafter, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans"), two of the three community plans located in the Harbor subregion of the City of Los Angeles. The community plan update will require: (i) amending the text of the community plan, including the goals, policies, and programs; (ii) amending the designations on the *General Plan* Land Use Maps for the community plan areas (CPAs), which express a range of development intensities, distribution of land uses, and provide zoning consistency tables; (iii) adopting implementing zoning ordinances, including adopting zone changes to amend the Zoning Map, as well as amendments to the City's zoning regulations and adoption of overlays; and (iv) any other necessary and related actions to implement the community plan amendments, including adopting amendments to other elements of the City's *General Plan* (e.g., the

[1] A pending proposal to adopt the Downtown Community Plan would merge two community plans—the Central City Community Plan and the Central City North Community Plan. If adopted, the City will have 34 community plans.

Framework or Mobility Elements) to ensure consistency, or adopting other land use related ordinances (such as amendments to housing regulations).

A community plan, as a portion of the Land Use Element of the *General Plan*, is a vision statement for the City's desired growth and development of a particular area of the City. As a very general matter, that vision is implemented through zoning ordinances that specifically regulate allowed land uses and standards for development and design for properties throughout the community plan area. In the case of the Proposed Plans, the City will utilize the "New Zoning Code" established in Chapter 1A of the City of Los Angeles Municipal Code (LAMC), discussed further below.

The Proposed Plans, include adopting changes to re-designate property in the Harbor Gateway and Wilmington-Harbor City CPAs utilizing the zone classifications in the New Zoning Code, as well as the other required actions to update the community plans, referred to in this Draft EIR as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans."

This chapter provides an overview of the Proposed Plans, their location, the background for the Proposed Plans, the Project objectives, a broad description of the existing environment, and a description of the Project components, including how they respond to growth trends, and the proposed land use and zone changes.

Harbor LA Community Plans Update

The Proposed Plans include amending both the text (Policy Documents) and the General Plan Land Use Maps for the Harbor Gateway and Wilmington-Harbor City Community Plans. The Proposed Plans would also adopt several zoning ordinances to implement the updates to the Community Plans, including rezoning all parcels in the Harbor LA CPAs to regulate specific uses and apply development standards (including height of structures, Floor Area Ratios (FAR), and site configuration) using the New Zoning Code.

The amendments to the Policy Documents and the General Plan Land Use Maps for the Harbor LA Community Plans are intended to guide development through the year 2040 by establishing the City's broad planning goals, policies, and objectives, the arrangement of land uses and intensities, as well as specific development standards for the Harbor LA CPAs. The Proposed Plans are intended to improve the link between land use and transportation in a manner that is consistent with the City's adopted General Plan Framework Element, Mobility Element, Senate Bill 375 (SB 375) and other state laws. In addition, the Harbor LA Community Plans Update considers incompatible land use patterns and environmental justice issues, consistent with Senate Bill 1000 (SB 1000).

No new development would be entitled or built as a direct result of the Proposed Plans. Future development projects would require additional discretionary and/or administrative approvals. These development projects are expected to occur over the next several decades. The exact type, place, and intensity of each new development cannot be assured through the adoption of the Proposed Plans, as the level of activity will be determined largely by private investment in the Harbor LA CPAs and the condition of the local economy.

New Zoning Code

Realizing the objectives of the Proposed Plans as envisioned requires the application of New Zoning Code regulations, developed through the comprehensive revision of the City's zoning code. The New Zoning Code regulations include provisions for the new zone modules,[2] (a range of Form Districts, Frontage Districts, Use Districts, Development Standards Districts, and Density Districts).

Even when adopted into the LAMC, the New Zoning Code districts are not effective until they are implemented through zone changes that apply the New Zoning Code districts to specific properties through amendments to the City's Zoning Map. The New Zoning Code was adopted in large part prior to the adoption of the Proposed Plans, through the adoption of the Process & Procedures Ordinance and the adoption of the Downtown Community Plan Update on May 3, 2023, the first community plan update to use the New Zoning Code zoning modules.

The timing of the City's New Zoning Code initiative in relation to the Proposed Plans provides an opportunity to use the New Zoning Code structure as part of the Proposed Plans and implement the New Zoning Code in the Harbor LA CPAs. The Proposed Plans will apply the New Zoning Code solely within the Harbor LA CPAs. The application of the New Zoning Code outside of Harbor LA CPAs will be an incremental process over time through subsequent community plan updates or other policy projects.

While the majority of the New Zoning Code is anticipated to be adopted prior to the adoption of the Harbor LA Community Plans (i.e., through the Downtown Community Plan), the Proposed Plans will likely include adding one or more new zoning modules or types to the New Zoning Code. These New Zoning Code regulations adopted with the Proposed Plans could be applied or implemented elsewhere in the City as other community plans are updated or amended to utilize the new zoning. This would require future legislative action to adopt plan amendments and zoning changes, as well as environmental review. Thus,

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2 For clarity, throughout this document, "zone module type" refers to the structural or organizational components of the new zone string: Form Districts, Frontages, Use Districts, Development Standards, and Density limitations. "Zone modules" refer to specific Form Districts, Frontages, Use Districts, Development Standard Sets, or Density Limit Indicators that can be applied to a property. For example, a 'Very-Low Rise 1' is a zone module within the Form District zone module type.

any amendments to the New Zoning Code regulations could affect other areas within the City's jurisdictional boundaries, as shown in **Figure 3.0-1 Regional Context**, as other community plans are updated or amended to utilize the new zoning. Ultimately, the New Zoning Code is intended to apply to the entire City of Los Angeles when all community plans and other applicable planning and regulatory documents are amended and adopted through the Department of City Planning's Community Plan Update Program. However, even when adopted into the LAMC, the New Zoning Code is not effective in a geographic area until it is implemented through zone changes that apply the New Zoning Code zoning designations, through a Community Plan Update process or separate planning process. Therefore, it is speculative to determine where else in the City the zones implemented through the Proposed Plans may be applied through future planning processes. See **Section 3.2, Project Background**, and **Section 3.7, Project Components,** for more details about the New Zoning Code.



SOURCE: City of Los Angeles Planning Department, 2019

FIGURE **3.0-1**

Regional Context

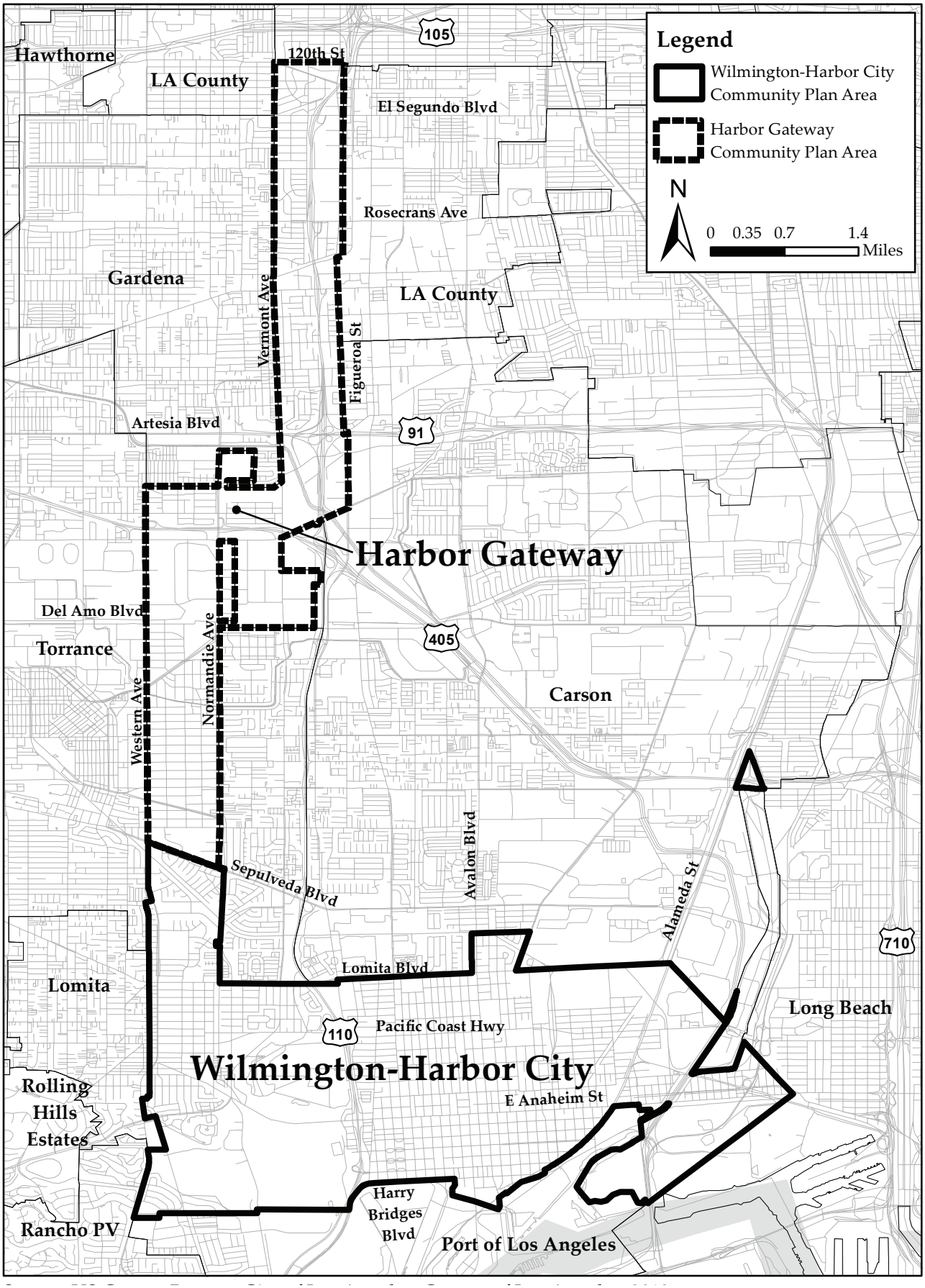
IMPACT SCIENCES

1264.010•08/19

Proposed Plan Areas

In this Draft EIR, any of the following terms, "project area," "Community Plan Areas," "CPAs," "Proposed Plan areas," or "plan areas" shall mean all properties within the boundaries of the Harbor Gateway and Wilmington-Harbor City Community Plans (jointly referred to as Harbor LA Community Plans or Proposed Plans). If the Draft EIR is discussing an area smaller than the project area it will be as it is otherwise particularly described.

The Harbor LA Community Plans are geographically contiguous, sharing a common boundary along Sepulveda Boulevard. The combined area of the Harbor LA CPAs is approximately 15.3 square miles. The Harbor Gateway CPA encompasses approximately 5.1 square miles (3,264 acres) and is situated in the southern portion of Los Angeles. The Harbor Gateway CPA is a narrow corridor which links the City's harbor communities to the main body of the City. The Harbor Gateway CPA is generally bounded on the north by 120th Street, on the south by Sepulveda Boulevard, on the west by Vermont Avenue and Western Avenue, and on the east by Figueroa Street and Normandie Avenue. The Harbor Gateway CPA is bordered by the communities of South and Southeast Los Angeles to the north (at 120th Street), the cities of Gardena and Torrance to the west, and Carson and unincorporated Los Angeles County to the east. Immediately to the south of the Harbor Gateway CPA at Sepulveda Boulevard is the Wilmington-Harbor City CPA, which encompasses approximately 10.2 square miles (6,481 acres) and is situated in the far southern portion of the City, near the Los Angeles Harbor. It is generally bounded on the north by Sepulveda Boulevard and Lomita Boulevard, on the south by Harry Bridges Boulevard and Port of Los Angeles, on the west by Western Avenue, and on the east by the City of Long Beach. The Wilmington-Harbor City CPA is bordered by the communities of Harbor Gateway to the north, San Pedro and the Port of Los Angeles to the south, and is adjacent to the cities of Torrance, Lomita, and Rancho Palos Verdes to the west, and the cities of Carson, Long Beach, and unincorporated Los Angeles County to the east. The Harbor LA CPAs boundaries are shown in **Figure 3.0-2, Harbor LA Community Plan Areas.**



SOURCE: US Census Bureau, City of Los Angeles, County of Los Angeles, 2019

FIGURE **3.0-2**

IMPACT SCIENCES

Harbor LA Community Plan Areas

3.2 PROJECT BACKGROUND

City of Los Angeles General Plan

California State law (Government Code Section 65300) requires that each city and county, including charter cities and counties, adopt a comprehensive, integrated, long-term *General Plan* to direct future growth and development and accommodate projected increases in population and employment. Local and regional long-range plans must be consistent. The *General Plan* is a fundamental policy document that the California Supreme Court has described as a city's "constitution for future development." It defines how a city should use and manage its physical and economic resources over time. State law requires eight *General Plan* Elements: land use, circulation, housing, conservation, open space, noise, safety, and environmental justice. Government Code Section 65302(a) requires the *General Plan* to include a land use element described as follows:

> *(a) A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources pursuant to paragraph (3) of subdivision (d). The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan…*

The State requires that the *General Plan* be periodically revised to reflect new conditions, community input, and technological advances.

The Los Angeles Charter also requires that the City adopt a General Plan:

> *Sec. 554. General Plan – Purpose and Contents.*
>
> *The General Plan shall be a comprehensive declaration of goals, objectives, policies and programs for the development of the City and shall include, where applicable, diagrams, maps and text setting forth those and other features.*
>
> *(a) Purposes. The General Plan shall serve as a guide for:*
>
> *(1) the physical development of the City;*
>
> *(2) the development, correlation and coordination of official regulations, controls, programs and services; and*

(3) the coordination of planning and administration by all agencies of the City government, other governmental bodies and private organizations and individuals involved in the development of the City.

(b) Content. The General Plan shall include those elements required by state law and any other elements determined to be appropriate by the Council, by resolution, after considering the recommendation of the City Planning Commission.

The General Plan's guiding document for the City of Los Angeles is the Framework Element, which provides a strategy for long-range growth and development focused around the following guiding principles:

- grow strategically;
- revitalize economically depressed areas;
- conserve existing residential neighborhoods;
- balance the distribution of land uses;
- enhance neighborhood character through better development standards;
- create more small parks, pedestrian districts, and public plazas;
- focus growth around transit stations;
- improve mobility and access; and
- identify a hierarchy of commercial districts and centers.

The Framework Element, adopted in 1996, establishes a long-range land use strategy to support the City's viability and to accommodate projected growth. Framework Element policies reflect that where growth occurs, it is accommodated in a sustainable manner that protects residential neighborhoods and commercial districts, while guiding growth to higher-intensity commercial and mixed-use centers that are served by transportation infrastructure. The City's Long-Range Land Use Diagram depicts this growth strategy with land use categories, including Neighborhood District, Community Center, Regional Center, Downtown Center, and Mixed-Use Boulevard, which reflect a conceptual relationship between land use patterns and transportation. The big-picture goals established in the Framework Element are then further refined in other planning documents such as the community plans and the zoning code. In the City of Los Angeles, the Land Use Element is composed of 35 community plans that guide the physical development of neighborhoods by establishing goals and policies for land use within each community plan area. The

community plans implement, at a community level, the Citywide goals and policies established in the overarching Framework Element and all other elements of the General Plan.

Existing Harbor LA Community Plans

The Harbor LA Community Plans were last updated in the late 1990s. The Harbor Gateway Community Plan was last updated in 1995 and the Wilmington-Harbor City Community Plan was last updated in 1999. The existing goals and policies were created to guide development through the year 2010. Since the creation of the 1995 and 1999 Community Plans, several important changes have occurred within the Harbor LA CPAs.

Changes within the Harbor Gateway CPA include the completion of the Harbor Gateway Transit Center and a major commercial center at 190th Street and Normandie Avenue. More recently in Harbor Gateway, the Department of City Planning, in coordination with the Environmental Protection Agency, processed a General Plan Amendment to add a footnote to the General Plan Land Use Map that prohibits residential uses at the approximately 280-acre Del Amo Superfund Site.

In the Wilmington-Harbor City CPA, the extension of the Metro J (Silver) Line with a stop at the I-110 and Pacific Coast Highway, the completion of the Alameda Corridor (freight railroad) and related grade separations and street improvements mark significant changes to transportation and goods movement within and throughout the CPA. Other notable changes within the Wilmington-Harbor City CPA include the restoration of the Ken Malloy Harbor Regional Park, the completion of the Harbor City Greenway and the development of the Wilmington Waterfront Park.

Further, the following issues have substantially evolved or been prioritized since the last plan updates: *sustainability* (including through the 2006 California Global Warming Solutions Act, or Assembly Bill [AB] 32, and 2008 Sustainable Communities Act, or Senate Bill [SB] 375); *mobility* (the 2008 Complete Streets Act, or AB 1358, and the City's revised Mobility Element known as Mobility Plan 2035); *housing* (the City's updated 2021-2029 Housing Element and Assembly Bill [AB] 2299 and SB [SB] 1069 for accessory dwelling units); *health and wellness* (the City's Plan for a Healthy Los Angeles); and *historic preservation*.

In order to keep the Harbor LA Community Plans up to date, the existing Community Plans are being revised to guide development through the year 2040. The update process for these Community Plans involves determining anticipated residential and employment growth and where new growth or infill should occur in a manner that improves the quality of life of existing and future residents of the Harbor LA CPAs and the City of Los Angeles. In arriving at these determinations many factors are accounted for,

including a variety of community preferences, housing demand, leveraging investment in infrastructure, opportunities for economic development, and the potential for environmental impacts.

Department of City Planning – Community Plan Update Program

In 2017, Mayor Eric Garcetti issued Executive Directive 19 instructing the Los Angeles Department of City Planning (LADCP) to update all 35 Community Plans by the year 2024. The intent of the plan updates is to encourage smart growth, identify appropriate locations for new development, minimize lengthy discretionary approvals, and provide certainty and predictability for developers, homeowners and anyone else concerned with the future development of the City of Los Angeles. One of the goals of the Community Plan Update (CPU) Program is to accommodate projected growth consistent with the Framework Element (Framework Element, Page 1). The CPU Program also establishes an ongoing method to revise community plans with civic engagement and other participatory efforts in order to address prevailing neighborhood and community issues. Recommended changes to community plans and their goals, policies and programs are based on public input, as well as collaboration with other City departments and governmental agencies.

3.3 CURRENT LAND USE AND REGULATORY SETTING

The Harbor LA CPAs (**Figure 3.0-2**) contain a variety of residential, civic, commercial, institutional, industrial, cultural, and open space uses that exist within varying neighborhoods. The Harbor LA CPAs are represented by City Council District 15.

Harbor Gateway CPA

The Harbor Gateway CPA is located approximately 10 miles south of Downtown Los Angeles. The Harbor Gateway CPA consists of two long, narrow geographic areas offset from each other. The topography of the Harbor Gateway CPA is generally flat. There are no major land formations that define the area. The Dominguez Channel is a part of the 133 square mile Dominguez Watershed, which traverses the Harbor Gateway CPA from 177th Street to 190th Street just west of the Harbor Freeway.

The major east-west corridors in Harbor Gateway include (from north to south): El Segundo Boulevard, Rosecrans Avenue, Redondo Beach Boulevard, Gardena Boulevard, Artesia Boulevard, and Carson Street. The major north-south corridors in Harbor Gateway include (from west to east): Western Avenue, Normandie Avenue, Vermont Avenue and Figueroa Street. The streets throughout the Harbor Gateway CPA are laid out in a grid pattern that follows a north-south axis except, for a small number of streets that run at a diagonal through the CPA, including 182nd Street, 190th Street, Torrance Boulevard, and Sepulveda Boulevard.

Three freeways intersect the Harbor Gateway CPA. The Harbor Freeway (I-110) traverses the Harbor Gateway CPA in a north-south direction and generally bisects the northern portion of the CPA. It is sited above grade and transitions to below grade north of Redondo Beach Boulevard, with ramps set above the freeway. Interstate 405 (I-405) traverses the center of the Harbor Gateway CPA in an east-west direction. State Route 91 (Gardena/Artesia Freeway) begins just west of the Harbor Freeway at Vermont Avenue and Artesia Boulevard where it travels eastward and intersects the Harbor Freeway. State Route 91 is set above street level, as is Interstate 405. Interstate 105 (Glenn Anderson Freeway) is located just north of the Harbor Gateway CPA. The freeways create numerous overpasses and on-ramps with a physical and visual impact on the neighborhoods throughout much of the northern half of the Harbor Gateway CPA.

The Harbor Gateway CPA has a residential population of approximately 41,826.[3] The following is a breakdown of the current land uses in the Harbor Gateway CPA: 39 percent Residential, 39 percent Industrial, four percent Commercial, 15 percent Public Facilities, and three percent Open Space. (For more detailed information on land uses in the Harbor Gateway CPA, see **Section 4.10, Land Use and Planning**)

Wilmington-Harbor City CPA

The Wilmington-Harbor City CPA is located adjacent to the Los Angeles Harbor. As its name indicates, the Wilmington-Harbor City CPA includes the communities of Wilmington on the eastern side and Harbor City on the western side. The Wilmington-Harbor City CPA is generally flat with the exception of the southwestern part of the CPA, which has some hillside areas. The Wilmington-Harbor City CPA contains the Ken Malloy Harbor Regional Park (formerly named Harbor Park) located along Vermont Avenue between Pacific Coast Highway and Anaheim Street. The approximately 290-acre park features park space, playgrounds, walking trails, a native riparian forest and a 45-acre water habitat named Machado Lake. The Dominguez Channel traverses the eastern portion of the Wilmington-Harbor City CPA and empties into the East Basin of the Port of Los Angeles.

The major east-west corridors in Wilmington-Harbor City include (from north to south): Sepulveda Boulevard, Lomita Boulevard, Pacific Coast Highway, Palos Verdes Drive, Anaheim Street, and Harry Bridges Boulevard. The major north-south corridors in Wilmington-Harbor City include (from west to east): Western Avenue, Normandie Avenue, Vermont Avenue, Gaffey Street, Figueroa Street, Wilmington Boulevard, Avalon Boulevard, and Alameda Street. Much of the Wilmington-Harbor City CPA consists of streets laid out along a general north-south and east-west grid-pattern, though some of the major

3 American Community Survey (ACS) 2013-2017), www.planning.lacity.org.

thoroughfares are curvilinear to some degree. Alameda Street, the most dramatic example, curves to the northeast and follows the route of the Southern Pacific Railroad tracks.

Two major freeways and one state route are located within or adjacent to the Wilmington-Harbor City CPA. The Harbor Freeway (I-110) traverses the Wilmington-Harbor City CPA in a north-south direction, parallel to Figueroa Street. It is set above-grade throughout the Wilmington-Harbor City CPA, with streets traversing beneath the freeway utilizing tunnels. Interstate 110 creates numerous overpasses and onramps with a physical and visual impact on the neighborhoods in the western portion of the Wilmington-Harbor City CPA. The Terminal Island Freeway (State Route 103) which becomes State Route 47 (at Henry Ford Avenue) traverses through the eastern portion of the Wilmington-Harbor City CPA. The southern portion of State Route 103 is set above-grade; it transitions to at-grade farther north, in the vicinity of Pacific Coast Highway. The Long Beach Freeway (I-710) is located approximately one mile east of the Wilmington-Harbor City CPA.

The Wilmington-Harbor City CPA has a residential population of approximately 82,858[4]. The following is a breakdown of the current land uses in the Wilmington-Harbor City CPA: 34 percent Residential, 38 percent Industrial, six percent Commercial, seven percent Public Facilities, and 15 percent Open Space. (For more detailed information on land uses in the Wilmington-Harbor City CPA, see **Section 4.10, Land Use and Planning**).

Regulatory Setting: Planning Overlays

Planning and zoning overlays allow zoning regulations to be tailored to local areas and include various types of regulatory limitations. Examples of these limitations include land use restrictions, maximum heights, building form and massing requirements, intensity limits, etc. Where these plans establish regulations that are different from, more restrictive, or more permissive than the base zoning, these overlays supersede. (Note: there are no active community redevelopment project areas in the Harbor LA CPAs.)

Below is a description of the existing overlays within the Harbor LA CPAs.

- **Conditional Use Approval for Sale of Alcoholic Beverages Specific Plan:** The Specific Plan covers the northern portion of the Harbor Gateway CPA as well as the three South Los Angeles CPAs. It establishes additional procedures for the conditional use approval for the sale of alcoholic beverages,

4 American Community Survey (ACS) 2013-2017), www.planning.lacity.org.

including beer and wine, for off-site consumption. The Proposed Plans will not amend or otherwise change the Specific Plan.

- **Banning Park Historic Preservation Overlay Zone (HPOZ).** The Banning Park HPOZ was adopted by the City Council in 2001 and is located in the Wilmington community. The neighborhood is attributed to locally prominent architect Sid Spearin, who based his residential designs on Period Revival styles including Spanish, Dutch, American Colonial and Tudor Revival. The Proposed Plans will not amend or otherwise change the HPOZ.

- **Wilmington Clean Up Green Up (CUGU) Supplemental Use District**: The CUGU Supplemental Use District for Wilmington was adopted in April 2016. It addresses health hazards caused by incompatibilities between land uses by establishing design, distancing and performance standards for potentially hazardous uses and sensitive uses that are located near each other. As part of the Proposed Plans, portions of the CUGU overlay will be amended and will become integrated into the New Zoning Code. See **Section 3.9** for a discussion of how this overlay will be addressed in the Proposed Plan.

- **Ponte Vista at San Pedro Specific Plan (Highpark Project):** The Specific Plan provides the regulatory framework for the development of up to 700 residential units, recreational facilities, parks, and open space. The Specific Plan will redevelop an abandoned former military housing site located at the southwest boundary of the Wilmington-Harbor City CPA where it meets the San Pedro CPA. The Proposed Plans will not amend or otherwise change the Specific Plan.

3.4 GROWTH TRENDS

The Proposed Plans plan for and guide growth and development. This section discusses how the City identifies forecasted growth in population, housing, and employment and discusses available sources of data including the Southern California Association of Governments (SCAG) forecasts for population, housing, and employment. It also describes growth trends for the City of Los Angeles and the project area.

As discussed above, the Proposed Plans are growth accommodating and not growth inducing. Therefore, while the Proposed Plans direct where anticipated growth will go, the Proposed Plans are not expected to result in or cause growth. However, for the purposes of conservative environmental impact analysis, this Draft EIR will analyze impacts from foreseeable growth in the Harbor LA CPAs, including to the extent feasible, how it is anticipated to be directed by the Proposed Plans' policies.

The following discussion will identify the baseline and forecasted socioeconomic data (population, households, and employment) used in this Draft EIR to analyze the impacts of growth. However, the reader

should be cautioned about an overreliance on quantitative data in the context of analyzing impacts on a long-term plan. While this quantitative data is necessary to model a handful of impacts (i.e., transportation, greenhouse gas emissions, air quality, and energy) and discuss population, it is important to realize most of the impact sections in this Draft EIR do not rely on socio-economic data. Additionally, as is discussed below and in **Appendix B, Methodology**, determining baseline and forecasted population, employment, and household numbers is not an exact science. It requires reliance on professional demographers and best available methodologies. Different sources, including the top sources, can provide numbers that are several percentage points apart. Even the U.S. Census, which is considered the best source of data and is intended to capture existing population numbers cannot be relied on to capture in its survey every person living in a census tract. Additionally, existing population, employment, and number of households, as one would expect, is an ever-fluctuating condition. Major events, such as recessions or pandemics, or unforeseen trends, can have significant impacts on these numbers. Based on this, as discussed in **Appendix B**, the City is using the best reasonable and feasible socioeconomic data it has determined is available to the City.

2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Southern California Association of Governments (SCAG)

SCAG is designated as a Metropolitan Planning Organization (MPO) responsible for carrying out federal and state statutory duties within its region, which encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles with over 18 million residents.

Federal and state laws require SCAG to develop regional plans for transportation, growth management, hazardous waste management, and air quality.[5] SCAG is responsible for producing socioeconomic estimates and projections at multiple geographic levels. The socioeconomic estimates and projections are used for federal and state mandated long-range planning efforts, such as the Regional Transportation Plan (RTP). The RTP is a 20-year transportation plan for the region that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends. Federal and state requirements direct local plans, such as land use community plans, to be prepared in accordance with the RTP and use demographic projections provided by SCAG. SCAG develops RTPs on a four-year cycle.[6]

Federal laws require that land use allocation in an RTP reflect development patterns most likely to be built in the region. While federal and state laws do not mandate consistency with the RTP, state law does require

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5 Government Code Section 65080(b)(2)(B); Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations.

6 Southern California Association of Governments, "The RTP/SCS Development Process." Available online: http://scagrtpscs.net/Pages/DevProcess.aspx, accessed June 2018.

SCAG to identify and quantify housing needs for the region, prepare the Regional Housing Needs Assessment (RHNA), and for local agencies to update their Housing Elements to plan and zone to accommodate the agency's RHNA. SB 375 coordinates land use and transportation planning to reduce greenhouse gas (GHG) emissions and, to that end, requires SCAG to prepare a Sustainable Communities Strategy (SCS) as an integral part of the RTP. SB 375 also requires the RHNA process to be consistent with an SCS, and that RHNA must be coordinated every eight years (the RTP is updated every four years.)[7]

A function of SCAG, in preparing the RTP/SCS, is to forecast or prepare population, housing and employment projections in consultation with cities in the region. These projections are derived from a combination of sources and consider factors such as birth rates; migration rates; historical trends; household size; market and economic projections; existing and planned land uses; and consistency with relevant adopted local, regional, and state land use policies and growth strategies. The development of the growth forecast is driven by collaboration between SCAG and local jurisdictions. The integration of the regional and local forecasts is achieved through joint efforts and collaboration among the various contributors.[8]

Many government agencies (including public service providers and other City departments) rely on the same source, i.e., the most current SCAG RTP data, for purposes of planning, both for estimates of current population, housing and employment, as well as for projections of future population, housing, and employment. Use of such data is a consistent and best practice for local governments. It is also the Department of City Planning's practice to use SCAG RTP data as a benchmark or as a reference point for estimates and projections locally. For more information about SCAG, see **Appendix B**.

While the 2020 RTP (adopted in September 2020) is the most recently adopted RTP, this document relies on 2016 RTP/SCS as the basis for the socioeconomic data. The 2016 RTP was the most recent RTP/SCS at the time of the Notice of Preparation (NOP) publication and scoping. Further, the most up to date and validated Los Angeles Transportation Demand Forecasting (TDF) model contains data and information from the 2016 RTP/SCS; this model and its outputs are used in various sections of this Draft EIR and therefore, 2019 data (estimates based on the 2016 RTP/SCS) is utilized as the analysis baseline for those topics which rely on the transportation model, namely transportation, air quality, GHG, energy and

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7 Government Code Section 65080(b)(2)(B).

8 For more information on SCAG's forecasting methodology and assumptions, see the Demographics & Growth Forecast Appendix of the 2016-2040 RTP/SCS website, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf.

utilities.[9] Utilization of the 2016 RTP/SCS for baseline socioeconomic data was determined by the City to be reasonable because the adopted 2020 RTP shows similar growth patterns within the Harbor LA CPAs as the 2019 data derived from the 2016 RTP.

Citywide Population Projections

The City of Los Angeles is approximately 469 square miles and has a population of approximately 4.0 million (2019 baseline). The population is anticipated to increase by 15 percent to approximately 4.6 million persons between 2019 to 2040 (**Table 3.0-1, Projected Population Growth**). Every four years, SCAG prepares socioeconomic projections that are used by various City departments and agencies for their long-range planning efforts. The growth projection for the City of Los Angeles is based on several factors, including historical development trends, land values, as well as smart growth strategies to direct development to areas in proximity to rail and major bus stations, community centers, regional centers, and downtown Los Angeles.

Table 3.0-1
Projected Population Growth

Geographic Planning Area	2019 Estimated Population[1]	2040 Projected Population[1]	Projected Population Growth (2019 – 2040)[1]
City of Los Angeles	**4,015,750**	**4,609,000**	**592,375**
South Valley	766,625	876,000	109,375
South Los Angeles	766,375	874,000	107,625
North Valley	725,875	795,000	69,125
Central	711,500	904,000	192,500
West Los Angeles	436,625	497,000	60,375
East Los Angeles	407,875	449,000	41,125
Harbor	**201,750**	**214,000***	**12,250**

1. The 2019 estimated population was interpolated from the 2016 and 2040 projected population from SCAG's 2016 RTP/SCS.
**The 2040 Projected Population number for the Harbor Planning Area includes the San Pedro CPA.*

9 As of the drafting of this EIR, the Department of Transportation was working on obtaining the necessary grant funds to update the TDF Model with the latest 2020-2045 RTP/SCS data. Based on the significant costs, it was not found feasible to update the TDF Model for this Draft EIR.

The City's 35 CPAs are divided into seven larger geographic areas for planning administration. Each of these geographic planning areas has an Area Planning Commission that reviews certain cases located within their planning area. The Project Area is located within the Harbor geography. The 2019 population in the Harbor geography, which includes the CPAs of Harbor Gateway, Wilmington-Harbor City, and San Pedro, is anticipated to increase by approximately 12,250 by 2040. The San Pedro Community Plan was updated in Fall 2016 to accommodate projected growth in the CPA to the year 2040. In the year 2040, the Harbor geography would represent approximately two percent of the anticipated population growth for the entire City (**Table 3.0-2, Percentage of Citywide Population and Projected Growth**). The following tables summarize projected population growth for the City of Los Angeles.

Table 3.0-2
Percentage of Citywide Population and Projected Growth

Geographic Planning Area	% of Citywide 2019 Population[1]	% of Citywide 2040 Projected Population[1]	% of Citywide Projected Population Growth (2019 – 2040)[1]
City of Los Angeles			**15%**
South Valley	19%	19%	18%
South Los Angeles	19%	19%	18%
North Valley	18%	17%	12%
Central	18%	20%	32%
West Los Angeles	11%	11%	10%
East Los Angeles	10%	10%	7%
Harbor	**5%**	**5%**	**2%**

Note:
1. The 2019 estimated population was interpolated from the 2016 and 2040 projected population from SCAG's 2016 RTP/SCS. Due to rounding, percentages may not add up to 100 percent.

The purpose of forecasting future population is to describe the likely future population based on current trends and be able to plan for and accommodate change. In general, projections help City departments to understand where current policies might lead to and determine whether those policies are leading the City towards its stated objectives consistent with federal, state, and local policies. They are also used by each City department in preparing long-range plans, such as community plan updates and infrastructure plans. The LADCP uses anticipated population growth, or population projections as a benchmark, to determine

the level of development that is needed to accommodate this future growth. Population growth is a fundamental consideration in making long-range land use planning decisions. However, as discussed above, it is important to note that these projections are calculations based in part on a number of assumptions and, as with any data reliant on assumptions, projections have limitations. For example, projections are often based on recent trends that may or may not continue as conditions change.

Harbor LA Community Plans Growth Projections

The State of California requires that cities plan for changes in demographics, including housing demand, population, and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. The Harbor LA CPAs represent approximately three percent of the City of Los Angeles land area (approximately 15.3 square miles out of 469 square miles) and three percent of the City's population. As previously mentioned, the San Pedro CPA was recently updated and is not a part of the Proposed Plans. Over the next few decades, population within the Harbor LA CPAs are anticipated to increase by approximately one percent by year 2040 (see **Table 3.0-3, Projected Population Growth for the Harbor LA Community Plan Areas**). The Harbor LA CPAs are projected to continue growing but at a slower rate than the City of Los Angeles as a whole (15 percent).

Table 3.0-3
Projected Population Growth for the Harbor LA Community Plan Areas

Area	Existing Population (2019)	% of Citywide Existing Population	SCAG's 2040 Projected Population	Projected Population Growth (2019-2040)	% of Citywide 2040 Project Population	% Change in Project Population Growth (2019-2040)
City of Los Angeles	4,015,750	100%	4,609,000	593,250	100%	15%
Harbor LA Plan Areas	123,428	3%	125,053	1,625	0.3%	1%

Sources: SCAG's 2016 RTP/SCS and 2019 Socioeconomic Data.

3.5 BASELINE CONDITIONS

CEQA requires an EIR to compare existing physical conditions ("baseline") to the physical conditions after implementation of a project. For the Harbor LA Community Plans, which are long-range plans for growth and development, there is no expected direct effect from the Proposed Plans (such as for a construction project), but there are expected indirect effects from the reasonably anticipated development that will occur. To assess the impacts of the Proposed Plans requires determining reasonably anticipated development and identifying the current conditions. Both of these determinations rely in part on estimates of the current population, housing and employment, and the forecasted growth in population, housing and employment (see **Section 3.4 Growth Trends**, above for a discussion of the Project Area's forecasted growth).

CEQA Guidelines Section 15125(a) requires that an EIR include a description of the physical environmental conditions in the vicinity of a proposed project, as they exist at the time the NOP is published. This environmental setting normally constitutes the baseline physical conditions to which the lead agency compares the impacts from the project and determines the significance of impacts. The NOP for this Draft EIR was published in August 2019 (see **Appendix A, CEQA Notices**). Thus, this Draft EIR uses 2019 as the baseline existing conditions. Where baseline conditions for population, housing, and employment are used, the analysis assumes 2019 baseline numbers based on SCAG's adopted 2016 RTP/SCS. As previously discussed, use of the 2019 data (based on the 2016 RTP/SCS) was determined to be reasonable because the most up to date and validated Los Angeles Transportation Demand Forecasting model contains data and information from the 2016 RTP/SCS. Numbers from the RTP for population, housing, and employment have been cross-referenced with other readily available data sources such as Census Data, American Communities Survey Data, Department of Finance Data, and Assessor Data. Where baseline conditions rely on existing built or developed conditions, the most current and readily available information has been used.

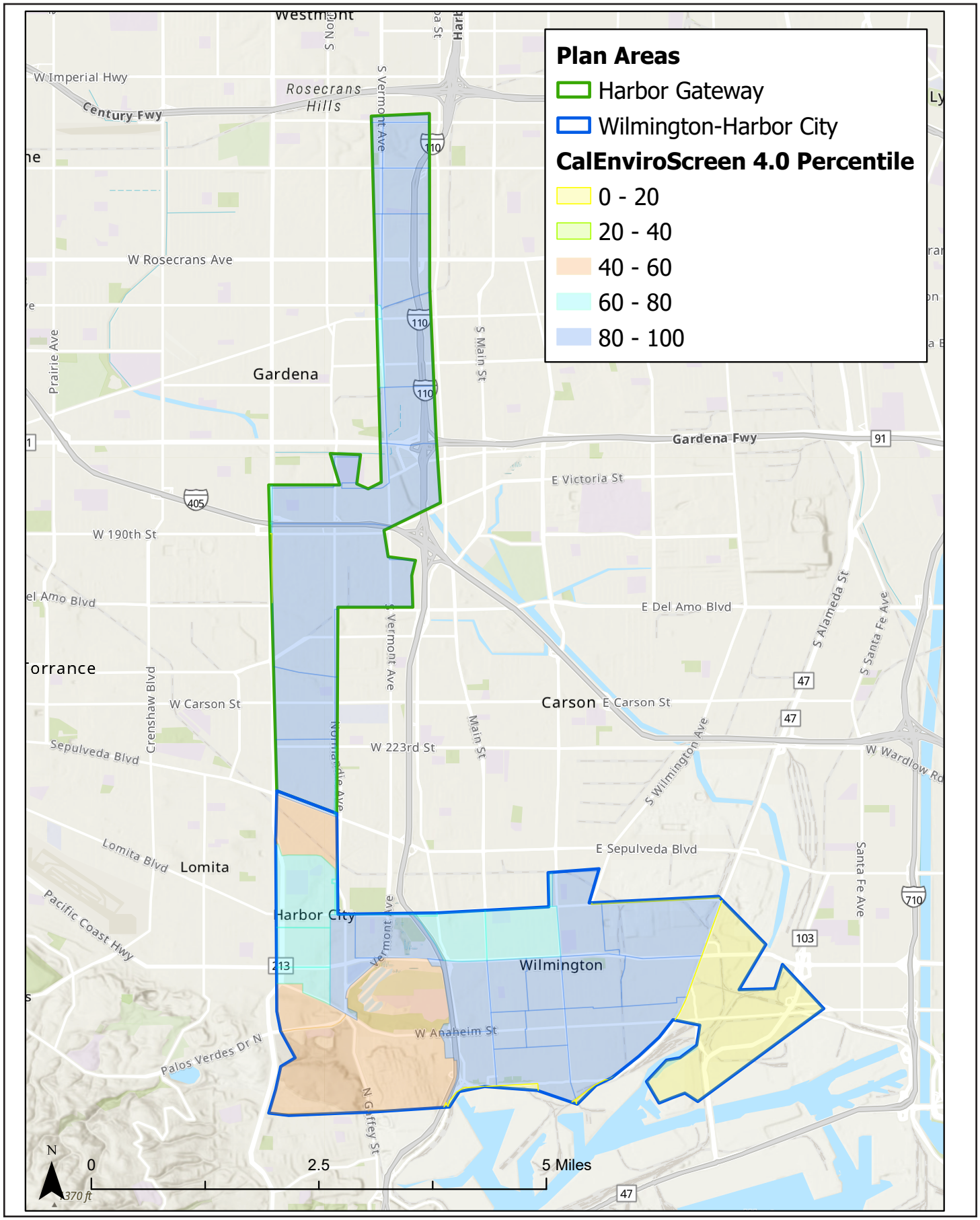
CEQA generally requires an analysis of the reasonably foreseeable impacts from a project against the existing environment or baseline conditions. However, there are some exceptions to this rule where that analysis would be misleading or would not provide useful information for purposes of CEQA. In certain cases, where impacts from the project would be better demonstrated with the use of an alternate (e.g., future) baseline it may be used when justification for a different baseline (*Neighbors for Smart Rail v. Exposition Metro Line Const. Authority*) is provided by the lead agency. In accordance with this direction, when this Draft EIR does not analyze the impacts of the proposed project against the existing environment, the alternative baseline is identified, and a justification is provided for the use of the alternative baseline. A description of the methodology for analysis of impacts, including the use of an alternative baseline, is included in **Chapter 4.0, Environmental Analysis,** (also see **Appendix B, Methodology**). It may also be

noted that the baseline is not always established by population and housing information. The subject of the baseline is related to the particular impact area under consideration. For example, a baseline for purposes of agricultural and aesthetic impacts is related to current legal status or the current built conditions in the project area (e.g., land that is designated prime farmland, a designated state scenic highway, or a valued scenic vista).

The Harbor LA CPAs encompass traditionally underserved communities and have historically suffered from a lack of investment. In many ways, the Proposed Plans are environmental justice plans in that they aim to address the history of contamination and incompatible land use patterns, create hybrid industrial areas that prioritize jobs producing uses, serve as a buffer between residential and heavy industrial uses, and encourage mixed use and equitable transit-oriented development at key locations. As such, understanding the environmental baseline of the area is essential. Many tools and sources exist and are used throughout this document to identify baseline conditions. One tool for understanding impacted communities is CalEnviroScreen.

CalEnviroScreen was developed by the California Office of Environmental Health Hazard Assessment (OEHHA) to provide a science-based method for identifying impacted communities by taking into consideration pollution exposure and its effects, as well as health and socioeconomic status, at the census-tract level. The mapping tool helps identify California communities that are most affected by different sources of pollution, and populations that are especially vulnerable to pollution's effects. A score of 75 percent or higher is generally sufficient to identify a community as a disadvantaged community. Based on the CalEnviroScreen data, the 32 census tracts within the Harbor LA CPAs have an average CalEnviroScreen score of 88 percent indicating that the majority of the Plan Areas would be considered disadvantaged, **Figure 3.0-3, CalEnviroScreen**. The CalEnviroScreen score is based on two groups of indicators: Pollution Burdens and Population Characteristics. The Harbor LA CPAs have a disproportionately higher amount of economic, health, and environmental burdens compared to the rest of the State. These burdens range from increased unemployment, presence of hazardous wastes, and higher rates of heart disease.[10]

[10] OEHHA, CalEnviroScreen 4.0, available at: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40 , accessed May 10, 2024.



SOURCE: Esri, 2023; CalEnviroScreen 4.0, 2023

FIGURE **3.0-3**

CalEnviroScreen Percentiles

IMPACT SCIENCES

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3.6 PROJECT OBJECTIVES

CEQA requires an EIR to include a statement of the objectives sought by Proposed Plans, and the statement of objectives should include the underlying purpose of the project.

Underlying Purpose of The Proposed Plans

The underlying purpose of the Proposed Plans is to plan for and accommodate foreseeable growth in the City, including the Proposed Plan Areas, consistent with the growth strategies of the City as provided in the Framework Element, as well as the policies of SB 375 and SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Project Objectives

In accordance with *CEQA Guidelines* Section 15124, the specific project objectives identified below support the underlying purpose of the Proposed Plans, assist the City as Lead Agency in developing a reasonable range of alternatives to evaluate in this Draft EIR, and will ultimately aid the decision makers in preparing findings and a statement of overriding considerations, if necessary.

The **Primary Objectives** of the Proposed Plans are as follows:

- Accommodate projected population, housing and employment growth forecasted through the planning horizon year of 2040 consistent with the policies of the City of Los Angeles General Plan Framework Element;
- Address the history of contamination and incompatible land use patterns;
- Create hybrid industrial areas that prioritize jobs-producing uses and serve as a physical buffer between residential and heavy industrial uses;
- Address housing needs for all income levels and minimize displacement of existing residents;
- Encourage mixed-use and equitable transit-oriented development at key locations;
- Revitalize existing commercial areas through zoning regulations for improved street frontage and pedestrian-oriented design standards and by promoting a diversity of uses;
- Refine the intensity and enhance the form of existing commercial areas and create new commercial areas along corridors and at centers in select locations;

- Preserve appropriate industrial districts and improve their function and visual character through new zoning regulations for improved street frontage, screening and quality building design;
- Maintain stable single- and multi-family residential neighborhoods and add new zoning regulations to add design standards for appropriate neighborhood massing; and
- Create a Regional Center in Harbor Gateway CPA, as referenced in the Framework Element.

The **Secondary Objectives** of the Proposed Plans are as follows:

- Preserve the historic character and commercial building forms of select corridors, such as portions of Gardena Boulevard. and Avalon Boulevard;
- Protect identified eligible historic resources through new zoning regulations;
- Coordinate local planning efforts with anticipated changes at the Port of Los Angeles and adjacent jurisdictions;
- Update existing zoning and land use designations to reflect on the ground uses;
- Develop new standards that create a cohesive design while preserving neighborhood character;
- Improve consistency between land use and zoning regulations where needed and update land use nomenclature to reflect the General Plan Framework designations;
- Implement the new zoning code districts and rules as applicable to this geography, through the adoption of the Harbor LA Community Plans;
- Improve circulation to be consistent with street designations and abutting land uses;
- Create and update overlays such as Clean Up Green Up, as needed;
- Update zoning regulations and land uses surrounding the Del Amo and Montrose Superfund Sites to create a buffer and minimize environmental impacts to the surrounding community; and
- Protect existing open space in the Harbor LA CPAs and increase access to open space by incorporating active frontages, building breaks, and outdoor amenity space where appropriate.

3.7 PROJECT COMPONENTS

Proposed Project Land Use Strategy

The proposed project includes updates to the Harbor LA Community Plans, including both the community plan text (**Appendix C, Policy Documents**) and the General Plan Land Use Maps (**Appendix D, Zoning Map and Matrices**) and adoption of implementing zoning ordinances in order to guide land use and strategically accommodate anticipated future growth. This includes a Community Benefits Program (**Appendix E**) that stipulates the way affordable housing units are provided within new housing development projects.

The Proposed Plans incorporate principles set forth in the General Plan Framework, which are based on informed theories of planning and regional development over several decades, including sustainable development and smart growth, and, more currently, equitable development. The General Plan Framework policies encourage compact development in proximity to transit infrastructure and activity centers.

The Policy Documents (**Appendix C**) for the Proposed Plans serve as a guide to achieve the vision for the Harbor LA Plan Areas. The Policy Documents provide goals and policies that reflect Citywide principles, while creating a sustainable, equitable, and inclusive framework to strategically accommodate anticipated growth in the Harbor LA CPAs. The Policy Documents also seeks to address challenges facing the Harbor LA CPAs such as environmental justice, lack of commercial amenities, and enhancement of community character and identity, as well as regional challenges, such as climate change, and housing affordability through strategies that will guide thoughtful growth. The Policy Documents also include a vision statement for each CPA. The vision statement, goals and policies for the Harbor LA Plans were developed through a community participation process.

In general, the proposed changes to land use designations (Plan Map) and zoning preserve stable single- and multi-family neighborhoods, encourage the revitalization of commercial areas, retain viable job-producing land uses, address industrial-residential land use conflicts and direct growth to strategic areas where it can be supported by existing transportation infrastructure. The majority of the residential neighborhoods within the Harbor LA CPAs are proposed to maintain the existing character and density, while a few select areas are distinguished as suitable for limited change where some levels of additional development and density can occur. In addition, certain parcels in the Harbor LA CPAs will be updated to Public Facilities or Open Space to reflect existing parks, schools and other public facilities.

The Harbor LA Plans also address the history of contamination in the Harbor LA CPAs. Although a large portion of the industrial land in the Harbor LA CPAs would be preserved, several industrial areas are distinguished as transition areas where a new hybrid industrial land use designation and zone is proposed. A significant amount of industrial land is proposed to change to either a commercial or a hybrid industrial land use in order to reflect as-built conditions and/or to create buffer areas between industrial and residential land uses. Several areas are not suitable for residential use based on high levels of contamination. Employment growth is targeted for these hybrid industrial areas where existing open storage and other low employment uses would transition to compatible industrial and/or commercial uses over time.

The Harbor LA Community Plans are being updated consistent with California State law (Government Code Section 65300) in order to plan for future growth and accommodate projected increases in population and employment. The Proposed Plans would also be consistent with the growth strategies of the City's Framework Element, as well as the State and Regional policies of SB 375, the SCS, as well as assess transportation impacts utilizing the vehicle miles traveled (VMT) metric pursuant to CEQA Guidelines Section 15064.3 (Senate Bill 743). Additionally, the Proposed Plans would meet the environmental justice requirements of Government Code Section 65302 (SB 1000).

SCAG has adopted RTPs since 1976 but the Sustainable Communities and Climate Protection Act of 2008, also known as SB 375, began requiring SCAG to prepare an SCS as an integral part of its RTP. The SCS enables cities and counties of Southern California to achieve target levels of reduction in GHG emissions by 2035 and 2040. The overarching strategy for the RTP/SCS envisions growing more compact communities in existing urban areas with efficient public transit and safe mobility opportunities and preserving open space and natural lands. Major themes include integrating transportation investments and future land use patterns, striving for sustainability, providing more transportation choices, responding to demographic and housing market demand for smaller housing and a more walkable lifestyle, supporting economic growth with infrastructure, and improving public health. The RTP/SCS builds upon these strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

The Proposed Plans follow the policies of infill development contained in the General Plan Framework and SCAG's RTP/SCS, which would facilitate mobility and housing choices.

3.8 HARBOR LA PLANS "REASONABLY ANTICIPATED DEVELOPMENT"

The underlying purpose and one of the primary objectives of the Proposed Plans is to accommodate future growth in the Harbor LA CPAs. With the implementation of the Proposed Plans, the land use designations

and intensities of the Harbor LA CPAs would be revised to accommodate population growth, housing, and employment demand projected by SCAG through the year 2040 through land use patterns that meet the objectives of the SCS. The Proposed Plans would also meet the other project objectives, including addressing incompatible land use patterns, creating hybrid industrial areas, addressing housing needs, encouraging mixed-use, revitalizing and refining commercial areas, preserving appropriate industrial districts, maintaining stable residential neighborhoods, and creating a Regional Center.

To assess potential environmental impacts of the Proposed Plans, the reasonably anticipated development that is expected to occur by 2040 as a result of the Proposed Plans was determined. The reasonably anticipated development of the Harbor LA CPAs was determined based on assumptions about the level of development that can be anticipated to occur during the life of the Proposed Plans (through the Plan horizon year of 2040, or approximately 20 years into the future, coincident with the 2016 RTP/SCS.) A key factor in determining reasonably anticipated development is the allocation of land and the distribution of uses to reflect the development patterns most likely to be built, or that are reasonably anticipated to occur, including through implementation of the City's growth strategies that are consistent with the Framework Element and SCAG's RTP/SCS. This approach is consistent with the approach used by SCAG to comply with federal laws that require RTPs to reflect development patterns most likely to be built in the region. As SCAG is a guiding precept, it is the City's policy for Community Plans to meet or exceed the expected projections.

The development growth assumptions for the Proposed Plans are based on the acreage of land use designations and the allowable densities and intensities of each zone within the land use designation; anticipated levels of development in the life of the Proposed Plans; and development constraints, such as topography, land acquisition and construction costs, restrictions due to contamination, and historic preservation regulations. The reasonably anticipated development is based on SCAG data and then further refined to reflect actual land use conditions as described above. The City's methodology for determining the reasonably anticipated development and associated reasonably foreseeable growth in population, housing, and employment is further discussed in **Appendix B**.

Existing Plan and Proposed Plan

CEQA requires an EIR to compare the Proposed Plans to existing conditions. Other than analyzing the No Project alternative in the Alternative Analysis, comparing the Proposed Plans to current plans is not required and it is not appropriate for impact analysis under CEQA. To the extent this comparison is provided in a few places in this Draft EIR, it is provided for informational purposes only, not for impact analysis, to highlight how the Proposed Plans update the population, housing and employment in the

context of reasonably anticipated development in the Harbor LA CPAs and to inform decision makers and the public of different potential impacts if the current plans (Harbor Gateway 1995 and Wilmington-Harbor City 1999) were to continue compared to impacts associated with implementation of the Proposed Plans. **Table 3.0-4, 2040 Reasonably Anticipated Development of the Harbor LA Community Plans Compared to SCAG Forecast** and **Table 3.0-5, Dwelling Unit Mix,** compares the current and Proposed Plans reasonably anticipated growth potential. See **Appendix B** for methodology.

The Proposed Plans would increase reasonably anticipated housing, population, and employment as compared to the Current Plans. The Proposed Plans would accommodate SCAG's 2040 population, housing and employment projections based on the amount of development that can reasonably be anticipated to occur during the life of the Proposed Plans, given the Proposed Plans' land use designations and policies.

Table 3.0-4
Reasonably Anticipated Development of the Harbor LA Community Plans Compared to SCAG Forecast

	2019 Baseline[1]	2040 Current Plans / No Project[1]	2040 Proposed Plans[1]	2040 Alternative[1]	2040 SCAG Growth Forecast[2]
Harbor Gateway CPA					
Housing Units	12,379	14,948	19,253	18,963	13,106
Population	41,563	49,329	63,523	62,573	43,561
Employment	14,000	19,573	40,998	36,985	23,800
Service Population	55,563	68,902	104,521	99,558	67,361
Non-Residential Square Feet	9,440,675	11,857,618	26,096,294	23,992,478	-
Wilmington-Harbor City CPA					
Housing Units	23,896	24,210	27,949	27,013	23,239
Population	81,865	84,737	97,822	94,548	81,492
Employment	10,540	16,784	21,341	16,414	20,280
Service Population	92,405	101,521	119,164	110,962	111,772
Non-Residential Square Feet	4,957,303	12,133,609	14,089,152	11,994,939	-

	2019 Baseline[1]	2040 Current Plans / No Project[1]	2040 Proposed Plans[1]	2040 Alternative[1]	2040 SCAG Growth Forecast[2]
Harbor LA Community Plans (combined)					
Housing Units	36,275	39,158	47,202	45,976	36,345
Population	123,428	134,066	161,345	157,121	125,053
Employment	24,540	36,357	62,339	53,399	44,080
Service Population	147,968	170,423	223,685	210,520	169,133
Non-Residential Square Feet	14,397,978	23,991,227	40,185,446	35,987,417	-

1. LADCP – 2023
2. SCAG's 2016 RTP/SCS and 2019 Socioeconomic Data
3. Service Population = Population + Employment

Table 3.0-5
Dwelling Unit Mix

	2019 Baseline[1]	2040 Current Plans / No Project [1]	2040 Proposed Plans[1]	2040 Alternative[1]
Harbor Gateway CPA				
Single-Family	4,952	5,678	6,854	6,855
Multi-Family	7,427	9,270	12,399	12,108
Total	12,379	14,948	19,253	18,963
Wilmington-Harbor City CPA				
Single-Family	9,558	9,996	8,526	9,996
Multi-Family	14,338	14,214	19,423	17,017
Total	23,896	24,210	27,949	27,013
Harbor LA Community Plans (combined)				
Single-Family	14,510	15,674	15,380	16,851
Multi-Family	21,765	23,484	31,822	29,125
Total	36,275	39,158	47,202	45,976

Note: 1. LADCP – 2023

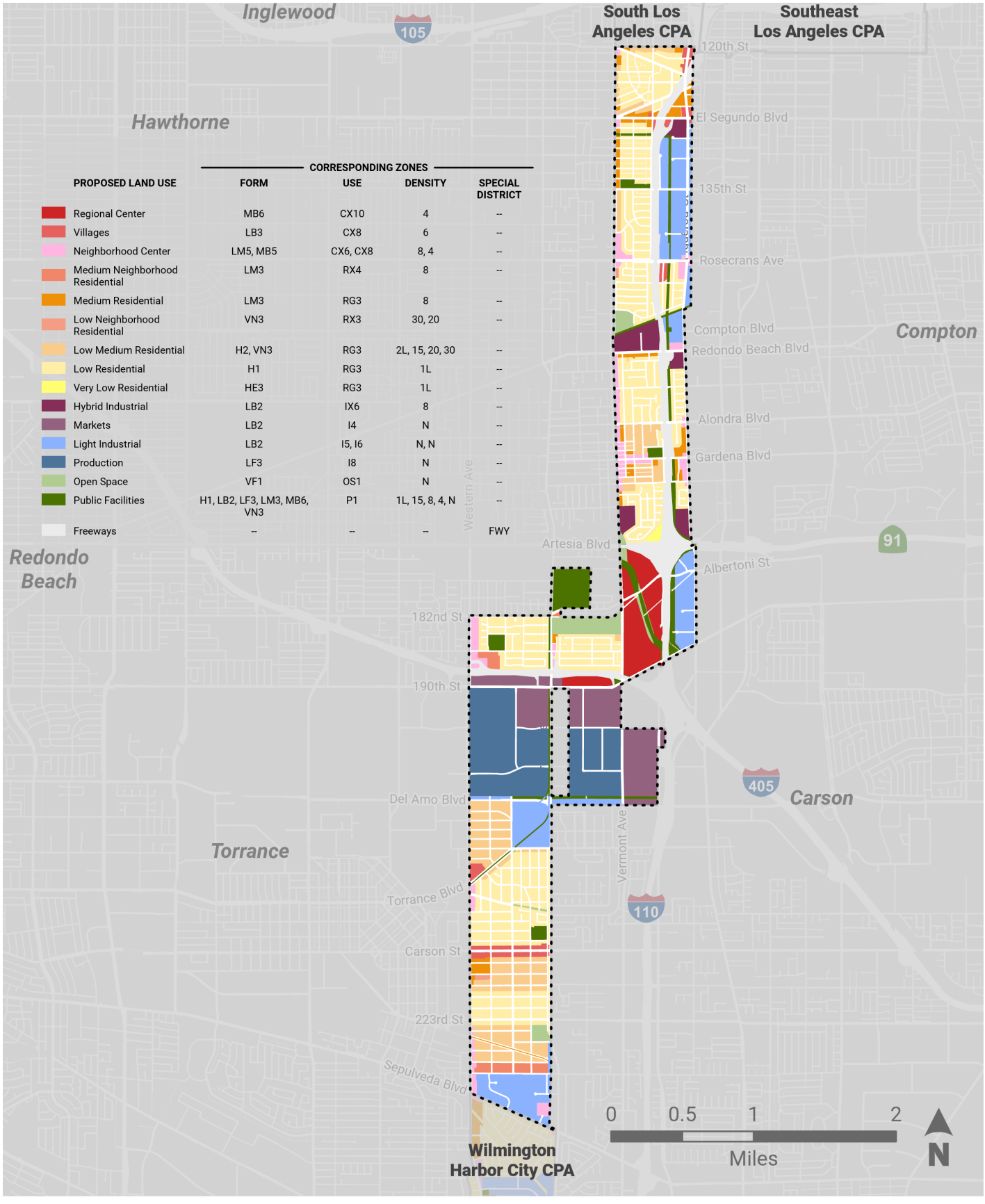
3.9 HARBOR LA COMMUNITY PLANS: DESIGNATIONS, ZONING, AND OTHER PLAN COMPONENTS

Overview

The Proposed Plans, which include implementing the New Zoning Code in the Plan Areas, will include updated zones and General Plan Designations within the Harbor LA CPAs. However, not all changes will result in changes to allowable density or intensity. General Plan Amendments and Zone Changes are described in more detail below. Other Plan components include updates to Plan Map footnotes and symbols, amendments to Mobility Plan 2035, the Wilmington CUGU Supplemental Use District and the Framework Element Long-Range Land Use Diagram for the West and Coastal Los Angeles Geographical Area.

The Harbor LA Community Plan Update includes Plan Maps showing the proposed changes to land use designations in each the of the CPAs (see **Figure 3.0-4, Proposed Harbor Gateway CPA Land Use Designations,** and **Figure 3.0-5, Proposed Wilmington-Harbor City CPA Land Use Designations**). General Plan designations help guide development by establishing the general location, scale, and intensity of different uses of land. Each designation has corresponding zones that regulate development, including uses, density, floor area ratios (FAR), and height.

One of the ways the Proposed Plans' objectives are met is through proposed changes in land use designations and zoning regulations. Targeted land use and zoning changes are intended to provide increased development potential and create opportunities for more housing and employment to accommodate projected growth over the next 20 years. These strategic changes would allow for infill development of additional residential units and job-producing uses in areas with existing transportation infrastructure, such as the Metro J (Silver) Line and the Vermont Transit Corridor. In general, targeted zone changes resulting in increased development rights such as height, floor area ratio or density are proposed near the Harbor Gateway Transit Center and along major corridors such as Gardena Boulevard, Carson Boulevard, 190th Street, Pacific Coast Highway, and Avalon Boulevard. The goal for these areas is to allow for pedestrian-oriented, mixed-use development with multi-family housing for a range of sizes and income levels. Locating jobs and housing near transit to reduce automobile reliance and improve mobility is consistent with state mandates for sustainability.



PROPOSED LAND USE	CORRESPONDING ZONES: FORM	USE	DENSITY	SPECIAL DISTRICT
Regional Center	MB6	CX10	4	--
Villages	LB3	CX8	6	--
Neighborhood Center	LM5, MB5	CX6, CX8	8, 4	--
Medium Neighborhood Residential	LM3	RX4	8	--
Medium Residential	LM3	RG3	8	--
Low Neighborhood Residential	VN3	RX3	30, 20	--
Low Medium Residential	H2, VN3	RG3	2L, 15, 20, 30	--
Low Residential	H1	RG3	1L	--
Very Low Residential	HE3	RG3	1L	--
Hybrid Industrial	LB2	IX6	8	--
Markets	LB2	I4	N	--
Light Industrial	LB2	I5, I6	N, N	--
Production	LF3	I8	N	--
Open Space	VF1	OS1	N	--
Public Facilities	H1, LB2, LF3, LM3, MB6, VN3	P1	1L, 15, 8, 4, N	--
Freeways	--	--	--	FWY

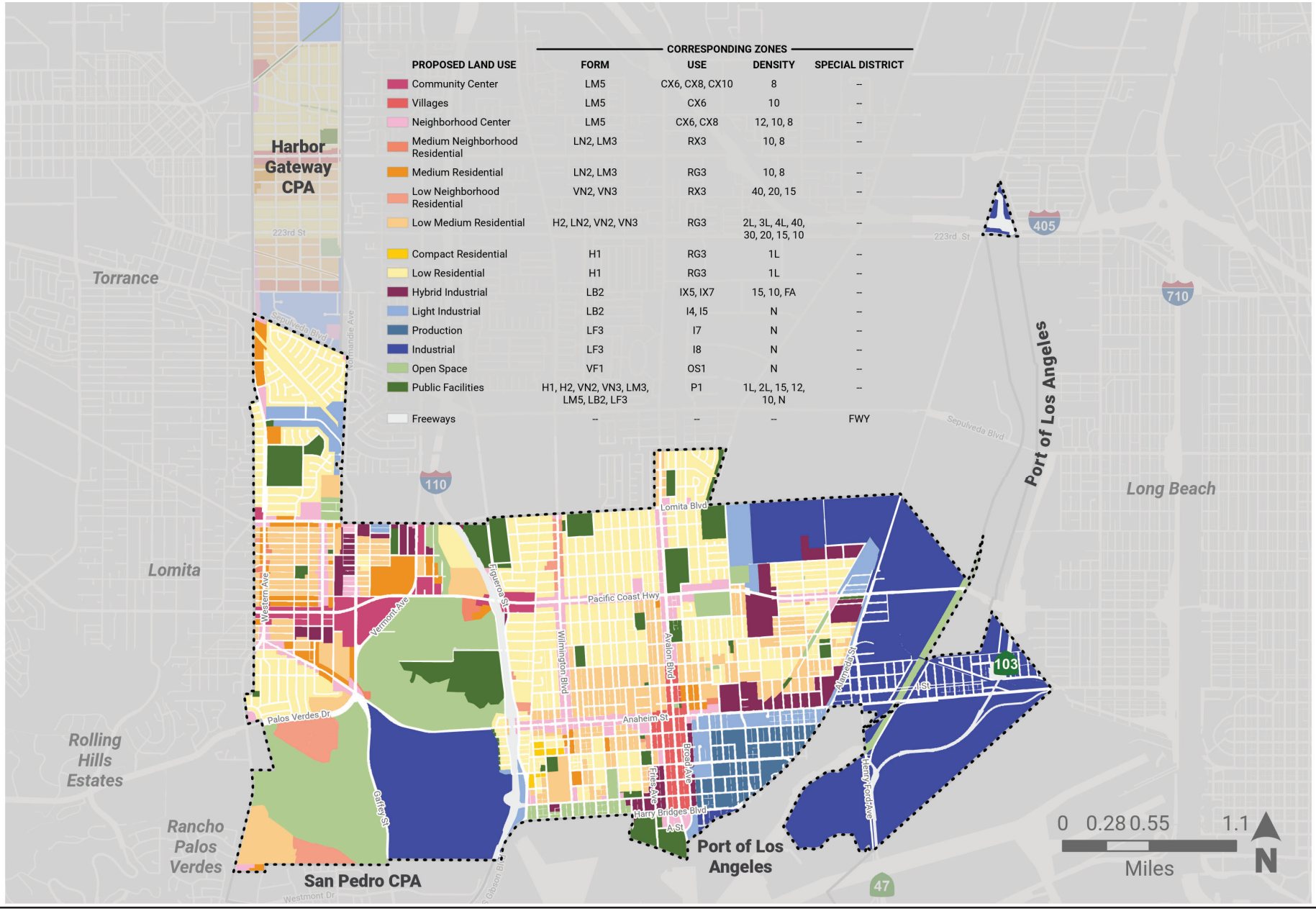
SOURCE: City of Los Angeles, 2023

FIGURE **3.0-4**

IMPACT SCIENCES

Proposed Harbor Gateway CPA Land Use Designations

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SOURCE: City of Los Angeles, 2023

FIGURE **3.0-5**

IMPACT SCIENCES

Proposed Harbor Gateway CPA Land Use Designations

1264.10•07/23

While zone changes and General Plan Amendments (changes to land use designations) will occur throughout the Harbor LA CPAs, conservation of the existing residential density is proposed for the majority of the residential zoned areas. Residential neighborhoods within the Harbor LA CPAs are predominantly identified as areas where 'no change' to existing density is proposed, while a limited number of areas are identified as 'residential alignment areas' where the current zoning does not reflect the as-built conditions.

Conservation of viable industrial zoned land is proposed as a means to protect industrial areas for jobs-focused uses and future growth in new technologies and emerging industries. Under the Proposed Plans, large industrial districts, such as the Wilmington Industrial Park, will be preserved by limiting non-industrial uses. New industrial zones are being proposed for the edges around many industrial areas that prohibit heavier industrial uses from locating there due to close proximity to residential or sensitive uses. The new zones will also establish a baseline of design standards to improve the visual quality of industrial areas.

In addition, the Proposed Plans will also implement land use and zone changes in targeted areas to address compatibility issues between the industrial land and residential uses. In these targeted areas, uses will be limited to those that are more compatible in order to create better adjacency to sensitive uses. These industrial transition areas seek to encourage a complementary mix of light manufacturing, innovative and cleantech industries, and commercial activity in order to support economic development and establish buffers between heavier industrial areas and residential neighborhoods, distancing intense industrial uses from sensitive uses. The Proposed Plan for the Harbor Gateway CPA will preserve industrial areas and refine the allowed uses in order to encourage cleaner industries that are more compatible with the surrounding community. The Harbor Gateway Plan will transition industrial land use designations to commercial land use designations on parcels along 190th Street and near the intersection of 190th Street and Vermont Avenue. The majority of the employment growth, housing production, and commercial amenities in the Harbor Gateway CPA are targeted for the industrial transition areas near 190th Street, Vermont Avenue, and 182nd Street as this area is called out as a "Regional Center" in the Framework Element. Housing production and commercial amenities opportunities will also be enhanced along major corridors including Gardena Boulevard and Carson Boulevard. Employment growth in the Wilmington-Harbor City CPA is targeted for the industrial transition areas, such as the industrial strip located along the north side of Anaheim Street, the industrial area along the northern portion of Vermont Avenue and the area west of Avalon Boulevard generally from E Street to C Street. Facilitating job growth, housing and commercial amenities along the southern portion of Avalon Boulevard is intended to coincide with efforts to redevelop and establish the Wilmington Waterfront as a public destination and improve the community's connectivity to the waterfront.

The Proposed Plans include administrative changes. Updated General Plan Designations and a New Zoning Code will result in a revised correspondence system between land use and zoning. As part of the Plans adoption and implementation, the Proposed Plans will revise selected General Plan Land Use designations and corresponding zones as part of the effort to create consistency with the Framework Element. Several designations would be replaced or eliminated, and some will be added. Additionally, existing inconsistencies between land use, zoning and existing site development will be addressed through the Harbor LA Plan Updates to ensure compatibility between land uses and zones. Properties with inconsistent land uses and zones will undergo a zone change and/or general plan amendment as part of the Plan Updates to create consistency between proposed land use, zone and built conditions.

While the Harbor LA CPAs will be assigned zones from the New Zoning Code, many areas of the Harbor LA CPAs will retain existing density and development regulations, with the objective of maintaining community character and existing development patterns. The New Zoning Code contains regulations for form and building massing, as well as new sets of allowable uses and use standards, to address many situations the current zones are not equipped to address, such as pedestrian-oriented design, increased land use compatibility, and public benefits. In addition to changes to building form regulations, uses will be revised to create more complete, walkable neighborhoods throughout the Harbor LA CPAs by introducing limited commercial amenities into residential neighborhoods. However, as previously discussed, most changes will not result in changes to allowable density or development intensity on a given site. Areas where the Harbor LA Community Plans propose actual changes to the intensity and density of what can be developed are defined as **Active Change Areas** (described below).

The Proposed Plans include the adoption and implementation of portions of the New Zoning Code (Chapter 1A of the LAMC). As further discussed in **Section 3.9**, the new zoning system is comprised of a modular zoning system that requires the bundling of multiple districts to compose a complete zone string. The required "base" districts – that establish a zone – will include Form, Frontage, Development Standards, Use, and Density districts. An optional Overlay district may be included in the zone string as well. The first three components of the zone string address the built environment, and the second two components address the activity within the structure. When there is a policy need to regulate aspects not covered in the base zoning, Overlay districts may be appropriate. There are many potential district combinations that can be applied to properties to make a zone. The Proposed Plans would apply the new zoning regulations to land within the Harbor LA CPAs. New zones would also be developed using the New Zoning Code's modular system for the purpose of rezoning property in the Plan Areas and would be added to the City's Zoning Code.

Proposed Changes

As a result of the City's New Zoning Code, the Proposed Plans will include updated zones for every parcel within the Harbor LA CPAs and in some instances will also include a General Plan Amendment (land use designation change). **Table 3.0-6, Change Type Acreage Summary**, provides a summary of the types of changes within the Harbor LA CPAs. Not all land use designation and zone changes are intended to change allowed intensity or density of development in the Harbor LA CPAs from the Current Plans. Some of the proposed changes will be unlikely to result in or induce foreseeable changes to the existing environment. The Proposed Plans also include nomenclature changes to several General Plan land use categories. For example, the Community Commercial land use terminology is being revised to Community Center. Changes occurring as part of the Plan Updates and amendment of the LAMC to adopt the relevant portions of the New Zoning Code are categorized and described below.

Table 3.0-6
Change Type Acreage Summary

	Acreage	Percentage Change
Harbor Gateway CPA		
Administrative Change	28.73	1%
Corridor Consistency	23.70	1%
Down-zone/Down-plan	2.55	0%
Equivalent Zone	1,723.77	65%
Industrial Transition	517.35	20%
Opportunity Area	257.66	10%
Residential Realignment	82.40	3%
Total	**2,636.17**	**100%**
Wilmington-Harbor City CPA		
Administrative Change	431.00	8%
Corridor Consistency	130.81	2%
Down-zone/Down-plan	0.17	0%
Equivalent Zone	4,487.59	79%
Industrial Transition	276.32	5%
Opportunity Area	219.52	4%

	Acreage	Percentage Change
Residential Realignment	125.00	2%
Total	**5,670.41**	**100%**
Harbor LA Community Plans (combined)		
Administrative Change	459.73	6%
Corridor Consistency	154.51	2%
Down-zone/Down-plan	2.72	0%
Equivalent Zone	6,211.36	75%
Industrial Transition	793.67	10%
Opportunity Area	477.19	6%
Residential Realignment	207.41	3%
Total	**8,306.58**	**100%**

Source: LADCP – 2023

Active Change Areas – Changes to Development Potential

Targeted areas are proposed for changes to development potential as a result of zoning and plan designation changes. Increased development potential occurs when the zoning regulations on a property are changed to allow for greater intensity, through residential density, FAR, or height increases, for example, or when a General Plan Designation is changed to a designation that allows for a wider range of uses, more intense uses, or a range of zones that allow for greater residential density, FAR, or height. Decreased development potential occurs when the zoning regulations on a property are changed to decrease the allowable intensity, through residential density, FAR, or height reductions, for example, or when a General Plan Designation is changed to a designation that restricts or reduces the allowable range of uses, or a range of zones that further restrict residential density, FAR, or height. Typically, changes to development potential results from changes to both the zoning and General Plan Designation on a lot, in order to achieve goals established through the Community Plans. Areas experiencing this level of change include:

- **Opportunity Areas:** Targeted areas proposed for new zoning and in some cases General Plan Amendments that result in greater development potential (increase in height, FAR and/or density) from what is allowed today along portions of major corridors and transit-served areas.

- **Corridor Consistency:** Areas proposed for the application of new zoning with tailored form, frontage, and development standards and/or the removal of qualified conditions that may limit density or regulate uses along select commercial corridors in order to bring into consistency with existing uses and General Plan land use designations. Although technically an upzone, these changes generally do not include a proposed increase in the maximum height or FAR. These areas may include nomenclature updates to General Plan land use designations.

- **Industrial Transition Areas:** Areas proposed to change from industrial to either hybrid industrial or commercial land use and zoning. These areas will serve as "buffer zones" that create greater distance between traditional heavy industrial uses and nearby residential uses. The proposed density and intensity of these areas will be tailored to the context of each area and compatibility with surrounding uses. In a few areas, the current industrial land use and zoning is reduced to a lower intensity industrial designation and zoning.

- **Residential Alignment Areas:** Areas where the land use and zoning will change to reflect as-built conditions. This occurs primarily in areas zoned for low density residential (R1 and R2) where a majority of properties have existing multi-unit housing. In a few areas, the proposed zoning and land use will reflect the embedded services (e.g., small neighborhood stores and churches) that currently exist within residential neighborhoods.

Minimal Change and Nomenclature Changes

These changes rely on new zones created through the New Zoning Code applied to parcels to reflect existing development patterns, built conditions, or uses permitted. They do not substantially change residential density or increase height or FAR regulations. In many instances, the zone change or General Plan Amendment is the result of a nomenclature change and will not substantially change development regulations. Areas experiencing this level of change include:

- **Equivalent Zones:** Areas where new zoning will be applied that maintain (and in some cases reduce) the current density and intensity allowed. New form, frontage and development standards and revised use regulations may also be applied. These areas may include nomenclature updates to General Plan land use designations. An example of a nomenclature update is Neighborhood Commercial being renamed as Neighborhood Center.

- **Administrative Changes:** Administrative changes are proposed where inconsistencies between the existing use of land, General Plan Land Use designation, and/or zoning currently occur. These areas may include nomenclature updates to General Plan Land Use designations. An example of an

Administrative Change is the correction of the land use designation and zoning of the Harry Bridges Span School which is currently designated and zoned as commercial and residential.

Proposed Community Benefits Program System

In addition to applying new zones throughout the Harbor LA CPAs, the Proposed Plans will implement a Community Benefits Program to incentivize development of Affordable Housing throughout the CPAs. These incentives will include optional increases to residential density, height and/or FAR in exchange for including restricted affordable units in the development project. This benefits system will require levels of affordability that are tailored to the current socioeconomic makeup and median income levels of the Harbor LA CPAs. These targeted incentives will be directed to areas that are served by transit, such as the Harbor Gateway Regional Center, Pacific Coast Highway (generally between Western Avenue and Vermont Avenue), and Avalon Boulevard (generally between Opp Street and Harry Bridges Boulevard). The Proposed Plans' Community Benefits system will comply with requirements of Measure JJJ, passed in November 2016 by City of LA Voters. The proposed Community Benefits System will supplant the Citywide Transit Oriented Communities (TOC) guidelines released in September 2017 and TOC will no longer apply to properties located within the Harbor Gateway CPA boundaries. There are no TOC areas located within the Wilmington-Harbor City CPA. The Community Benefits Program will rely on regulations and procedures outlined in Article 9 of the New Zoning Code. See **Appendix E** for the proposed Community Benefits Program.

In addition to implementing the Local Affordable Housing Incentive Program, the Community Benefits Program includes a review process for projects that involve certain eligible and designated historic resources, as well as regulatory protections from demolitions and alterations for certain eligible historic resources that have been identified in surveys prepared or accepted by the City.

Updates to Planning Overlays

As part of the Proposed Plans, certain planning overlays will be amended and/or will become integrated into the New Zoning Code. See **Section 3.3, Current Land Use and Regulatory Setting,** for a description of the existing planning overlays in the Harbor LA CPAs.

Planning Overlays

- Banning Park HPOZ – no change proposed
- Conditional Use Approval for Sale of Alcoholic Beverages (part of the South-Central Alcohol Sales Specific Plan) – no change proposed

- Ponte Vista at San Pedro Specific Plan (Highpoint Project) - no change proposed
- Clean Up Green Up Ordinance (CUGU) - The CUGU overlay regulations will be incorporated into the new zoning and will no longer be an overlay within the Wilmington-Harbor City CPA.

Proposed Plans Mobility Network

Mobility Plan 2035 and Circulation Maps for the Harbor Gateway and Wilmington-Harbor City CPAs will be amended to redesignate certain streets throughout the Harbor LA CPAs as either new street classifications or as modified street classifications to allow for existing street widths to be maintained. Specifically, Anaheim Street, from Figueroa Street to Henry Ford Avenue/Alameda Boulevard, will include a lane reallocation to install a bike lane. Mobility Plan 2035 Enhanced Networks will be revised to further the goals and objectives of the Proposed Plans. See **Section 4.15, Transportation,** and **Appendix G, Street Reclassifications and Dimensions,** for more information.

Wilmington-Harbor City (North-South) Streets

- Avalon Boulevard from Northern Boundary to 246th Street: Reclassification of Avenue I to Modified Avenue II; Remove from Neighborhood Enhanced Network (NEN)
- Avalon Boulevard from L Street to Opp Street: Reclassification of Avenue II to Modified Avenue II; Remove from NEN
- Avalon Boulevard from Opp Street to I Street: Reclassification of Boulevard II to Modified Avenue II; Remove from NEN
- Avalon Boulevard from I Street to Harry Bridges Boulevard: Reclassification of Avenue II to Modified Avenue II
- Banning Boulevard from Anaheim Street to C Street: Reclassification of Local to Industrial Local
- Broad Avenue from L Street to Anaheim Street: Reclassification of Avenue II to Modified Collector
- Broad Avenue from Anaheim Street to Harry Bridges Boulevard: Reclassification of Avenue II to Modified Collector
- Figueroa Place from North of Anaheim Street to 110-Interstate Freeway ramp: Reclassification of Collector to Avenue II
- Flint Avenue from Anaheim Street to South of F Street: Reclassification of Local to Industrial Local

- Fries Avenue from Anaheim Street to South Boundary: Reclassification from Avenue II to Modified Avenue II
- George De La Torre Avenue from Anaheim Street to North of Alameda Street: Reclassification of Collector to Industrial Collector
- Henry Ford Avenue from South of Alameda Street to Anchorage Road: Reclassification of Boulevard II to Modified Boulevard I
- Lakme Avenue from Anaheim Street to A Street: Reclassification of Local to Industrial Local
- Lecouvreur Avenue from E Street to Alameda Street: Reclassification of Local to Industrial Local
- McFarland Avenue from Anaheim Street to Alameda Street: Reclassification of Local to Industrial Local
- Pioneer Avenue from Anaheim Street to F Street: Reclassification of Local to Industrial Local
- Quay Avenue from G Street to C Street: Reclassification of Collector to Industrial Collector
- Sanford Avenue from Anaheim Street to E Street: Reclassification of Local to Industrial Local
- Vermont Avenue from Lomita Boulevard to Pacific Coast Highway: Reclassification of Avenue II to Modified Avenue I
- Wilmington Boulevard from Lomita Boulevard to Anaheim Street: Reclassification of Avenue II to Modified Avenue II
- Wilmington Boulevard: Anaheim Street to C Street: Reclassification of Avenue II to Modified Avenue II

Wilmington-Harbor City (East-West) Streets

- 240th Street from Western Avenue to Frampton Avenue: Reclassification of Collector to Industrial Collector
- A Street from 300 feet west of Avalon Boulevard to Avalon Boulevard: Reclassification of Avenue II to Modified Avenue II
- Anaheim Street from Western Avenue to 5 Points: Reclassification of Avenue II to Modified Avenue II

- Anaheim Street from Alameda Street to Farragut Avenue: Reclassification of Boulevard II to Modified Boulevard II
- E Street from Avalon Boulevard to Broad Avenue: Reclassification of Collector to Industrial Collector
- E Street from Broad Avenue to Alameda Street: Reclassification of Collector to Divided Industrial Collector
- Frampton Avenue from 240th Street to City Boundary (east): Reclassification of Collector to Industrial Collector
- G Street from Avalon Boulevard to Broad Avenue: Reclassification of Collector to Modified Collector
- G Street from Broad Avenue to Sanford Street: Reclassification of Collector to Industrial Collector
- G Street from Sanford Street to Watson Avenue: Reclassification of Collector to Industrial Collector
- I Street from Terminal Island Freeway to City Boundary (east) with Long Beach City: Reclassification of Local to Industrial Collector
- I Street from Pennington Avenue to Farragut Avenue: Reclassification of Divided Local to Industrial Local
- Lomita Boulevard from Western Boundary east to Frampton Avenue: Reclassification of Boulevard II to Modified Boulevard II
- Palos Verdes Drive North from Leesdale Avenue to Senator Avenue: Reclassification of Boulevard I to Divided Boulevard I
- Palos Verdes Drive North from Senator Avenue to Alameda Street: Reclassification of Avenue I to Divided Avenue I
- Q Street from Blinn Avenue to Drumm Street: Reclassification of Local to Industrial Local

Harbor Gateway (East-West) Streets

- Sepulveda Boulevard from Western Avenue to Normandie Avenue: Reclassification of Boulevard II to Modified Boulevard II
- Gardena Boulevard from Vermont Avenue to Estrella Avenue Reclassification of Avenue II to Modified Avenue II

- Del Amo Boulevard from Western Avenue to Denker Avenue Reclassification from Avenue I to Modified Industrial Collector

3.10 SUMMARY OF PROPOSED CHANGES TO CHAPTER 1A OF THE LAMC

To implement the Proposed Plans, the entire Harbor LA CPAs will be assigned a set of new General Plan Land Use designations and new zones tailored to meet the varying needs of the Harbor LA Community Plans. These zones are being created as part of the New Zoning Code that will be included in Chapter 1A of the LAMC and are anticipated to be adopted with the Downtown Community Plan Update prior to the adoption of the Proposed Plans. The Proposed Plans will introduce some additional zones to Chapter 1A of the LAMC as necessary to implement the policies and goals of the Harbor LA Community Plans Update.

As discussed in greater detail in Chapter 1.0 (Introduction), the new zoning system is comprised of a modular zoning system that requires the bundling of multiple segments to compose a complete zone string. The individual modules that establish a zone will include Form District, Frontage District, Development Standards District, followed by Use District, and Density District. The first three components of the zone string address the built environment, and the second two components address the activity within the structure. There are many potential module combinations that can be applied to properties to make a zone.



Proposed Form Districts

There are several different Form Classes that represent the varying scales, intensities and building massing that are found in and characteristic of the Harbor LA CPAs. There are numerous Form Districts that fall into these Form's proposed for use in the Harbor LA CPAs. The proposed Form Districts include:

- Hillside Estate 3 (HE3)
- House 1 (H1)
- House 2 (H2)
- Very Low-Rise Narrow 2 (VN2)
- Very Low-Rise Narrow 3 (VN3)

- Low-Rise Narrow 2 (LN2)
- Low-Rise Medium 3 (LM3)
- Low-Rise Medium 4 (LM4)
- Low-Rise Medium 5 (LM5)
- Low-Rise Medium 6 (LM6)
- Low-Rise Broad 2 (LB2)
- Low-Rise Broad 3 (LB3)
- Low-Rise Full 3 (LF3)
- Mid-Rise Medium 2 (MM2)
- Mid-Rise Medium 3 (MM3)
- Mid-Rise Broad 4 (MB4)
- Mid-Rise Broad 5 (MB5)
- Mid-Rise Broad 6 (MB6)
- Very Low Rise Full 1 (VF1)

Proposed Frontages

There are nine Frontage categories being applied throughout the Harbor LA CPAs (see **Appendix F, Harbor LA Zoning**) Their application is tailored to meet a range of objectives, such as high pedestrian walkability, flexibility of function over time, and consistency with existing structures and architectural features.

There are 23 Frontage Districts being applied to properties throughout the Harbor LA CPAs based on a number of factors, including existing uses and development patterns, transit accessibility, neighborhood walkability, and anticipated future uses and development patterns. Frontage types that encourage and reinforce walkability and pedestrian orientation are applied throughout the Harbor LA CPAs. In addition, certain Frontage Districts are being applied to areas with unique character or existing development patterns to ensure future development is compatible. The proposed Frontage Districts include:

- Front Yard 1 (FY1)
- Front Yard 2 (FY2)
- Multi-Unit 1 (MU1)
- Multi-Unit 2 (MU2)
- Multi-Unit 3 (MU3)
- Multi-Unit 4 (MU4)
- General 1 (G1)

- General 2 (G2)
- Shopfront 1 (SH1)
- Shopfront 2 (SH2)
- Shopfront 3 (SH3)
- Shopfront 4 (SH4)
- Market 1 (MK1)
- Flex 1 (FX1)
- Flex 2 (FX2)
- Flex 3 (FX3)
- Workshop 1 (WS1)
- Alley Market (AL1)
- Alley Shopfront (AL2)
- Greenway 1 (GW1)
- Greenway 2 (GW2)
- Character Commercial (CC1)
- Civic Institution 3

Character Frontages will be applied to areas that were identified through Survey LA as Planning Districts or other historic resources surveys. These Frontages will mandate specific building elements and features – for example, a porch, a roof pitch, vertical or horizontal expressions, or entrance spacing. A unique Residential Character Frontage will be applied in the Harbor Gateway residential areas located at the Chacksfield-Merit Tract Planning District. A unique Commercial Character Frontage will be applied to the "Avalon Boulevard Commercial Planning District," between Opp Street and Harry Bridges Boulevard.

Proposed Development Standard Sets

Two Development Standard Sets are being applied within the Harbor LA CPAs. Development Standard Set 4 is being applied to the areas of the Harbor LA CPAs near transit, such as the Pacific Coast Highway Metro J (Silver) Line Station. It is designed to account for walking, biking, and transit as the primary modes of transportation, accounts for a high mix of uses which encourage walkability and has a reduced minimum parking requirement from current LAMC requirements. Development Standard Set 3 is being applied to the remainder of the Harbor LA CPAs. It is designed to account for areas that may have less access to high frequency transit but are still walkable with a number or local bus lines and have a high mix of uses in proximity. This set has a reduced requirement for parking, with parking primarily provided to the rear of buildings.

Proposed Use Districts

There are several Use Districts proposed in the Harbor LA CPAs, as well as one Special District (Freeway). The proposed Use Districts for the Proposed Plans are:

- Open Space 1 (OS1)
- Residential General 2 (RG2)
- Residential General 3 (RG3)
- Residential-Mixed 2 changes to 3 (RX3)
- Residential-Mixed 3 changes to 4 (RX4)
- Commercial-Mixed 6 (CX6)
- Commercial-Mixed 7(CX7)
- Commercial-Mixed 8 (CX8)
- Commercial-Mixed 9 (CX9)
- Commercial-Mixed 10 (CX10)
- Industrial-Mixed 6 changes to 5 (IX5)
- Industrial-Mixed 7 changes to 6 (IX6)
- Industrial-Mixed 8 changes to 7 (IX7)
- Industrial 3 (I3)
- Industrial 4 (I4)
- Industrial 5 (I5)
- Industrial 6 (I6)
- Industrial 7 (I7)
- Industrial 8 (I8)
- Public 1 (P1)
- Public 2 (P2)

Table 3.0-7, Proposed General Plan Land Use Designations and Zoning for the Harbor Gateway CPA, and **Table 3.0-8 Proposed General Plan Land Use Designations and Zoning for the Wilmington-Harbor City CPA** provides a general summary of proposed designations and corresponding zones, frontages, use districts, and density.

Table 3.0-7
Proposed General Plan Land Use Designations and Zoning for the Harbor Gateway CPA

General Plan Designation	Corresponding			
	Form	Use	Density	Special District
Regional Center	MB6	CX10	4	--
Villages	LB3	CX8	6	--
Neighborhood Center	LM5, MB5	CX6, CX8	8, 4	--
Medium Neighborhood	LM3	RX4	8	--
Medium Residential	LM3	RG3	8	--
Low Neighborhood Residential	VN3	RX3	30, 20	--
Low Medium Residential	H2, VN3	RG3	2L, 15, 20, 30	--
Low Residential	H1	RG3	1L	--
Very Low Residential	HE3	RG3	1L	--
Hybrid Industrial	LB2	IX7	8	--
Markets	LB2	I4	N	--
Light Industrial	LB2	I5, I6	N, N	--
Production	LF3	I8	N	--
Open Space	VF1	OS1	N	--
Public Facilities	H1, LB2, LF3, LM3, MB6, VN3	P1	1L, 15, 6, 4, N	--
Freeways	--	--	--	FWY

Source: LADCP – 2023

Table 3.0-8
Proposed General Plan Land Use Designations and Zoning for the Wilmington-Harbor City CPA

General Plan Designation	Corresponding			
	Form	Use	Density	Special District
Community Center	LM5	CX6, CX8, CX10	8	--
Villages	LM5	CX6	10	--
Neighborhood Center	LM5	CX6, CX8	12, 10, 8	--
Medium Neighborhood Residential	LN2, LM3	RX3	10, 8	--
Medium Residential	LN2, LM3	RG3	10, 8	
Low Neighborhood Residential	VN2, VN3	RX3	40, 20, 15	--
Low Medium Residential	H2, LN2, VN2, VN3	RG3	2L,3L, 4L, 40, 30, 20, 15, 10	--
Compact Residential	H1	RG3	1L	--
Low Residential	H1	RG3	1L	--
Hybrid Industrial	LB2	IX5, IX7	15, 10, FA	--
Light Industrial	LB2	I4, I5	N	--
Production	LF3	I7	N	--
Industrial	LF3	I8	N	--
Open Space	VF1	OS1	N	--
Public Facilities	H1, H2, VN2, VN3, LM3, LM, LB2, LF3	P1	1L, 2L, 15	--
Freeways	--	--	--	FWY

Source: LADCP – 2023

3.11 CONSTRUCTION SCHEDULE AND PHASING

The Harbor LA Community Plans are updates to the existing Community Plans that would guide development in the Harbor LA CPAs through 2040. No development is proposed as part of the Proposed Plans. Therefore, the Proposed Plans have no construction schedule or phasing. The Harbor LA

Community Plans Update is anticipated to be adopted in 2024 with implementation starting after adoption and continuing through 2040.

3.12 DISCRETIONARY ACTIONS AND APPROVALS

The following actions will be required by the City Council in order to implement the Proposed Plans:

- Certification of the Harbor LA Community Plans Update EIR.
- Adoption of the proposed Harbor LA Community Plans Update and all related documents including:
  - Amendments to the *General Plan*, consisting of the Community Plan Policy Documents and land use maps (including changes to footnotes and map symbols) of both the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan;
  - Code amendments to the LAMC to include relevant portions of the New Zoning Code (Municipal Code Chapter 1A) to implement the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan;
  - Ordinance to adopt zone changes and amend the Zoning Maps to rezone the Harbor Gateway and Wilmington-Harbor City Community Plans with zone classifications from the New Zoning Code;
  - Minor amendments to the Clean Up/Green Up (CUGU) Overlay to address consistency with the New Zoning Code; and
  - Amend the General Plan Framework, Circulation Map, Mobility Plan, and other Citywide General Plan Elements, as necessary.
- Amendments to all other relevant ordinances and actions as necessary to ensure consistency of regulations and implementation of the Community Plan amendments.
- Approval of the Proposed Plans would not require action by any agency other than the City of Los Angeles.

4.0 ENVIRONMENTAL IMPACT ANALYSIS

4.0.1 INTRODUCTION

This chapter evaluates the reasonably foreseeable environmental impacts that could result from the implementation of the Harbor LA Community Plans Update (Proposed Plans). These potential impacts are analyzed for the following environmental issues: aesthetics; air quality; biological resources; cultural resources; energy; geology and soils; greenhouse gas emissions (GHG); hazards and hazardous materials; hydrology and water quality; land use and planning; mineral resources, noise and vibration; population and housing; public services and recreation; transportation and traffic; tribal cultural resources; and utilities and service systems. Discussion is focused on the identification of changes that may be considered to be environmentally significant (a substantial or potentially substantial adverse change in the environment) relative to the existing environmental conditions.

4.0.2 FORMAT OF SECTIONS

The analysis of each environmental impact category is organized to include the following subsections:

Introduction

This subsection provides an overview of the section and summarizes topics to be analyzed.

Environmental Setting

This subsection includes a description of existing conditions that precede implementation of the Proposed Plans. As a general rule, *State CEQA Guidelines* Section 15125(a) calls for the baseline to be the physical conditions that exist in the area affected by the project at the time the Environmental Impact Report (EIR) process begins. This requirement is intended to provide the public with "the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts." The City of Los Angeles (City) may reference historical or expected future conditions for conditions that fluctuate over time if the City determines it is reasonably necessary to provide the most accurate and understandable picture practically possible of the project's impacts, as supported with substantial evidence. The Notice of Preparation (NOP) for this project was filed in August of 2019 and so for purposes of this EIR, the existing setting is usually 2019. In some cases, updated information is provided, where appropriate, to provide additional context to the discussion of the setting. However, the determination of significance remains a comparison to the 2019 existing conditions, unless otherwise indicated.

Regulatory Framework

This subsection includes an identification of federal, state, and local laws; regulations; policies; plans; and, in some instances, regulating agencies that regulate, plan, or have jurisdiction over the environmental area of concern.

Thresholds of Significance

This subsection identifies the criteria by which the components of the Proposed Plans are measured to determine if the project would cause a substantial or potentially substantial adverse change in the existing environmental (baseline) conditions.

This EIR relies upon *State CEQA Guidelines* Appendix G thresholds as the threshold of significance unless another is specifically identified in the EIR. The City may rely on thresholds of significance adopted by regulatory agencies, such as the South Coast Air Quality Management District (SCAQMD), or any others deemed appropriate by the City, which are supported by substantial evidence.

The court in *California Building Industry Association v. Bay Area Air Quality Management District* (*CBIA v. BAAQMD*), confirmed the general principle that CEQA only requires analysis of a project's effect on the environment and not the reverse (i.e., the impact of existing environmental conditions on a project), except in limited circumstances, including instances where the project might worsen or exacerbate existing environmental hazards. To the extent that any thresholds used in this EIR suggest analyzing impacts from the existing environment on the proposed project, the analysis is limited to whether the project would exacerbate existing conditions, consistent with *CBIA v. BAAQMD*, unless otherwise expressly indicated.

Discussion in both thresholds and methodology subsections found in the sections associated with each individual impact area provide further explanation of which thresholds are used. As to each environmental topic, the City has selected the thresholds that ensure as comprehensive an analysis of the Proposed Plans' potential environmental impacts as possible, given the constraints of attempting to analyze a policy document that will be implemented over the course of a twenty-year period.

Finally, all impact questions, except as indicated below, are interpreted to take into account the following mandatory findings of significance from *CEQA Guidelines* Section 15065(a):

> *(1) The project has the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened*

species; or eliminate important examples of the major periods of California history or prehistory.[1]

(2) *The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.*[2]

(3) *The project has possible environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*[3]

(4) *The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.*[4]

Methodology

This subsection summarizes the methods, procedures and techniques used to estimate the impacts of the Proposed Plans. As described in the "Thresholds of Significance" discussion above, the methodology subsection also further clarifies which thresholds are used when describing the methods, procedures and techniques used to estimate the Proposed Plans' impacts. Generally, a methodology will be modified, in part, based on whether the environmental impacts being analyzed identify potential impacts that are localized (e.g., population, housing, employment; land use) or would generally affect the entire CPA or region (e.g., air quality or greenhouse gas emissions). Consequently, this subsection describes the geographic extent of the analysis relevant to each impact area. A typical impact analysis for localized impacts will break down the impact analysis by potential impacts associated with development in the subareas; in some instances, like the cumulative analysis discussions, a comparative analysis is prepared for the Project Area versus a broader geographic area beyond the boundaries of the Project Area, such as a one- or two-mile area outside of the Project Area, not including the Project Area, in order to assess potential impacts of the Proposed Plans on the identified impact area. The methodology subsection of the chapters associated with each individual impact area will provide further explanation of what geographic area is used for the purposes of the impact analysis.

Impacts

For each impact category, this subsection identifies the reasonably foreseeable impact of the Proposed Plans, compares that impact to baseline conditions, and determines in consideration of the applicable

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1 Considered in **Section 4.3, Biological Resources,** and **Section 4.4, Cultural Resources.**

2 Considered in impact analysis in **Section 4.1** through **Section 4.17.**

3 Considered in the cumulative analysis in each impact **Section 4.1** through **Section 4.17.**

4 Considered in all impact analysis **Section 4.1** through **Section 4.17.**

threshold of significance whether the change, if any, caused by the Proposed Plans to existing conditions will result in a significant or potentially significant impact. As discussed above, the baseline, unless expressly provided otherwise in this EIR, is the existing conditions at the time the NOP was published.

For each significant impact identified, this subsection also recommends appropriate and reasonable mitigation measures to avoid or minimize impacts to the extent feasible. In addition, this subsection includes a discussion of whether a significant and unavoidable impact would be reduced to a less-than-significant level after imposition of any identified mitigation measures or would remain significant and unavoidable.

The following terms are used to describe the level of significance of impacts identified in the analysis:

- **No Impact** – No Impact applies where an environmental issue is evaluated, and it is determined that the project would have no effect or impact in that category. No Impact answers need to be adequately supported by information that shows the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone).
- **Less Than Significant Impact** – Less-Than-Significant Impact applies where the project creates only less-than-significant impacts that do not exceed the defined threshold of significance. CEQA does not require mitigation of less-than-significant impacts.
- **Potentially Significant Impact** – Potentially Significant Impact applies to an impact that may potentially exceed the defined threshold of significance. Potentially significant impacts can sometimes be reduced to a less than significant level through the implementation of feasible mitigation measures. If feasible mitigation measures are not available or would not reduce the magnitude of the impact below the threshold of significance, the impact would be deemed significant and unavoidable.
- **Significant and Unavoidable Impact** – Significant and Unavoidable applies to an impact that exceeds the defined threshold of significance and cannot be eliminated or reduced to a less-than-significant level through implementation of feasible mitigation measures.

Mitigation Measures

This subsection identifies any applicable, feasible mitigation measures that may be needed to reduce impacts below a level of significance.

Level of Significance after Mitigation

If mitigation is required, this subsection indicates if any significant impacts remain after application of appropriate mitigation measures.

Cumulative Impacts

This subsection includes an analysis of the cumulative impacts associated with the Proposed Plans. Pursuant to *State CEQA Guidelines* Section 15130, an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of the project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. A finding of No Impact would also mean that the effect is not cumulatively considerable.

State CEQA Guidelines Section 15130 allows the discussion of cumulative impacts shall reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as much detail as is provided for the effects attributable to the project alone.

State CEQA Guidelines Section 15130 allows for two approaches to study cumulative impacts: using a list of past, current, and probable future projects or relying on a summary of projections (growth forecasts) from adopted local, regional or statewide plans. As the Proposed Plans are community plan updates covering a large area of the City over a twenty-year planning period, the cumulative impacts analysis in this EIR, unless otherwise indicated, relies on a summary of projections method, utilizing the Southern California Association of Governments (SCAG) projections.

For each impact analysis listed in **Chapter 4.0, Section 4.1** through **Section 4.17,** the potential environmental impacts related to the Proposed Plans will be analyzed in conjunction with other community plan updates in the City of Los Angeles that could affect the CPAs; including, but not limited to, the San Pedro Community Plan. In addition, major projects within a two-mile radius from the CPAs will be considered as cumulative to the Proposed Plans.

References

This subsection identifies the sources and technical studies utilized in the preparation of this DEIR. These reports are referenced throughout the document, where appropriate.

4.1 AESTHETICS

INTRODUCTION

This section provides an overview of the potential visual changes that could occur within the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans" and evaluates the aesthetic impacts associated with the Proposed Plans. Topics addressed include scenic views and vistas, visual character, scenic resources, and light and glare.

4.1.1 EXISTING ENVIRONMENTAL SETTING

Scenic Views and Vistas

The term "view" generally refers to visual access to, or the visibility of, a particular sight from a given vantage point or corridor. Focal views focus on a particular object, scene, setting, or feature of visual interest. Examples of focal views include natural landforms, public art/signs, individual buildings, and specific, important trees. Panoramic views, or vistas, provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic views are usually associated with vantage points looking out over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of panoramic views might include an urban skyline, a valley, a mountain range, the ocean, or other water bodies. The City's General Plan Conservation Element defines scenic views or vistas as the panoramic public view access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features. Public access to these views is from park lands, public rights-of-way, and other publicly owned sites held open to the general public.

The Harbor LA CPAs have limited scenic views and vistas. Due to the density, urban development, and flat topography throughout a majority of the CPAs, views are largely obstructed at the ground level. Intervening buildings, street bridges, and industrial development block most views to natural features or views, including the San Gabriel Mountains. However, views of the Port of Los Angeles are visible from various public rights-of-way (primarily north-south streets), such as Henry Ford Avenue at the southeastern tip of the Wilmington-Harbor City Community Plan Area (see **Figure 4.1-1, Henry Ford Ave, south of Anaheim St, looking west**), and from the Wilmington Waterfront Park (see **Figure 4.1-2, Wilmington Waterfront Park, looking south from W C St**). A panoramic view of the harbor area is visible from the eastern terminus of 264th Street in the Harbor Pines neighborhood (see **Figure 4.1-3, Harbor Pines at 264th Street, looking east**), which is the only area of the Wilmington-Harbor City CPA on a hillside.

Views are also present within Ken Malloy Harbor Regional Park looking across Machado Lake (see **Figure 4.1-4, Ken Mallow Harbor Regional Park, looking north across Machado Lake**).



SOURCE: City of Los Angeles, 2022

FIGURE **4.1-1**

IMPACT SCIENCES

Henry Ford Ave, south of Anaheim St, looking west

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SOURCE: City of Los Angeles, 2022

FIGURE **4.1-2**

IMPACT SCIENCES

Wilmington Waterfront Park, looking south from W C St

1264.10•09/22



SOURCE: City of Los Angeles, 2022

FIGURE **4.1-3**

IMPACT SCIENCES

Harbor Pines at 264th Street, looking east

1264.10•09/22



SOURCE: City of Los Angeles, 2022

FIGURE **4.1-4**

IMPACT SCIENCES

Ken Malloy Harbor Regional Park, looking north across Machado Lake

1264.10•09/22

Scenic Highways

The California State Scenic Highway System is a list of scenic highways (mainly state highways) or scenic parkways which have been designated or proposed by the state of California. The scenic highway designation serves to protect California's scenic beauty as well as its scenic resources. Several eligible state scenic highways pass through portions of Los Angeles, including Interstate 5 from Interstate 210 to the northern City limit, U.S. Route 101 from Topanga Canyon Boulevard to the western City limit, State Route 118 from De Soto Avenue to the western City limit, Interstate 210 from Interstate 5 to the eastern City limit, State Route 1 from Venice Boulevard to the City boundary adjacent to Santa Monica, and State Route 1 north of Interstate 10. The Arroyo Seco Parkway is a National Civil Engineering Landmark, a National Scenic Byway, and one of two California Historic Parkways, and is located northeast of Downtown Los Angeles. There are no state-designated scenic highways (or proposed state scenic highways or parkways) within the Harbor LA CPAs.

The City's Mobility Plan designates scenic highways that traverse an urban area of cultural, historic, or aesthetic value within the City of Los Angeles. City-designated scenic highways consist of land that is visible from the highway right-of-way and is comprised primarily of scenic and/or natural features. The only City-designated Scenic Highways within the Harbor LA CPAs are Vermont Avenue, the longest north-south corridor in the Harbor Gateway CPA, between 120th Street and the Southern Pacific right-of-way located just north of Redondo Beach Boulevard (see **Figure 4.1-5, Vermont Avenue at 135h Street, looking north**)[1] and John S. Gibson Boulevard, east of Harry Bridges Boulevard in the Wilmington-Harbor City Plan Area.

1 City of Los Angeles, *Draft Harbor Gateway Plan*, 2022. Available online at: https://planning.lacity.org/odocument/17f8994e-7093-45b2-a271-d4c9e33e55f9/HarborGatewayCPU_Book_FINAL.pdf, accessed May 31, 2022.



SOURCE: City of Los Angeles, 2022

FIGURE **4.1-5**

IMPACT SCIENCES

Vermont Ave at 135th St, looking north

1264.10•09/22

Visual Character

The concept of visual character is not explicitly defined in the CEQA Guidelines. Visual character refers to the character of the landscape, which generally gives visual value to a setting. Visual character can be defined in terms of the overall impression formed by the relationship between perceived visual elements of the existing built, urban environment. Visual character is the features or elements that contribute to the valued image of a neighborhood, community, or localized area. Features that contribute to visual character may include, but are not limited to:

- Height and mass of-buildings;
- Structures of architectural or historical significance, or visual prominence;
- Public plazas, art, or gardens;
- The quality of the public realm, including roadways, sidewalks, plazas, parks, and street furniture;
- The nature and quality of the landscaping that is visible to the general public; and
- The relationship between the built and unbuilt space, or building coverage.

The Ken Malloy Harbor Regional Park, located within the southwestern portion of Harbor City in the Wilmington-Harbor City CPA provides a distinct visual character to the community. Upon the completion of ongoing renovation, the Harbor City Greenway would provide distinctive natural and open spaces in the Wilmington-Harbor CPA and community.

Harbor Gateway Community Plan Area

The Harbor Gateway CPA is located approximately 10 miles south of Downtown Los Angeles. The Harbor Gateway CPA consists of two long, narrow geographic areas offset from each other. The topography of the Harbor Gateway CPA is generally flat. There are no major land formations that define the area. The Dominguez Channel is a part of the 133 square mile Dominguez Watershed, which traverses the Harbor Gateway CPA from 177th Street to 190th Street just west of the Harbor Freeway (see **Figure 4.1-6, Dominguez Channel, looking south**). There are no sites within the Harbor Gateway CPA that include the specific features that contribute to visual character that are listed above. The Harbor Gateway CPA has an established residential character that consists of residential neighborhoods bordered by commercial corridors. The commercial corridors are comprised of multifamily, small-scale neighborhood-serving commercial uses, industrial land, public facilities and corporate office parks. The gateway and entryway of the Roosevelt Cemetery, located along the center of the Harbor Gateway CPA, provides minimal historical architecture.

The Harbor Gateway CPA single-family residential neighborhoods are located within the northern, western, and southern portions of the Harbor Gateway CPA. Single-family residential neighborhoods follow a typical development pattern with commercial corridors along larger streets and single-family residential development along smaller, gridded streets between. Single-family residences range between one to two stories in height and are typically similar in architecture and style. The majority of the single-family residences in these neighborhoods are consistent in height and style. Multifamily residential development is not as common as single-family residential development and primarily occurs along major thoroughfares in the Harbor Gateway CPA. Most residential streets roughly follow a north-south and east-west grid but incorporate a curvilinear pattern, terminating in cul-de-sacs and often not accessible from major thoroughfares. Residential lots are long and narrow or somewhat triangular shaped. Commercial development includes one- to three-story buildings dating from the 1910s and 1920s. Later commercial development along major thoroughfares include drive-in commercial strips and one- to three-story commercial buildings. The Harbor Gateway CPA is home to a number of mid-scale office buildings that range between 12 to 14-stories. Institutional resources occurring throughout the Harbor Gateway CPA include religious buildings and schools and are located within residential neighborhoods or along commercial corridors.

There is a significant amount of industrial development in the Harbor Gateway CPA, particularly along the eastern boundary of the Harbor Gateway CPA on Figueroa Street, in the vicinity of 190th Street and Del Amo Boulevard (See **Figure 4.1-7, 190th Street, looking east**), and along the southern boundary of the Harbor Gateway CPA on Sepulveda Boulevard.

The Harbor Gateway CPA is arranged by similarly proportioned amounts of residential land and industrial land. The neighborhood is supported by neighborhood-serving commercial corridors, regional commercial districts, and large industrial districts. Residential land uses consist primarily of low to medium density (see **Figure 4.1-8, Athens on the Hill, 124th St**), with the majority of commercial uses concentrated in the Regional Center and along commercial corridors: Gardena Boulevard (see **Figure 4.1-9, Gardena Blvd, looking east**), Rosecrans Street, El Segundo Boulevard, Redondo Beach Boulevard, Vermont Avenue, Western Avenue, and Carson Street and with industrial uses concentrated along Figueroa Street, near 190th Street, and near Sepulveda Boulevard. Harbor Gateway has a very large concentration of industrial land.

The major east-west corridors in Harbor Gateway include (from north to south): El Segundo Boulevard, Rosecrans Avenue, Redondo Beach Boulevard, Gardena Boulevard, Artesia Boulevard, and Carson Street. The major north-south corridors in Harbor Gateway include (from west to east): Western Avenue, Normandie Avenue, Vermont Avenue and Figueroa Street. The streets throughout the Harbor Gateway CPA are laid out in a grid that follows a north-south axis, save for a small number of streets that run at a

diagonal through the Harbor Gateway CPA, including 182nd Street, 190th Street, Torrance Boulevard, and `sidewalks) and are maintained in good condition.

Three freeways intersect the Harbor Gateway CPA. The Harbor Freeway (I-110) traverses the Harbor Gateway CPA in a north-south direction and generally bisects the northern portion of the CPA. The I-110 is sited above grade and transitions to below grade north of Redondo Beach Boulevard, with ramps set above the freeway. Interstate 405 (I-405) traverses the center of the Harbor Gateway CPA in an east-west direction. State Route 91 (Gardena/Artesia Freeway) begins just west of the Harbor Freeway at Vermont Avenue and Artesia Boulevard where it travels eastward and intersects the Harbor Freeway. State Route 91 is set above street level, as is Interstate 405. Interstate 105 (Glenn Anderson Freeway) is located just north of the Harbor Gateway CPA. The freeways create numerous overpasses and on-ramps with a physical and visual impact on the neighborhoods throughout much of the northern half of the Harbor Gateway CPA.

The major east-west thoroughfares in the Harbor Gateway CPA are (from north to south): 120th Street, El Segundo Boulevard, 135th Street, Redondo Beach Boulevard, Alondra Boulevard, Frontage Road/162nd Street, Victoria Street/190th Street, Del Amo Boulevard, Torrance Boulevard, Carson Street, 223rd Street, 228th Street, and Sepulveda Boulevard. The major north-south arteries within the Harbor Gateway CPA are (from west to east): Normandie Avenue and Vermont Avenue.

Wilmington-Harbor City Community Plan Area

The Wilmington-Harbor City CPA is located adjacent to the Los Angeles Harbor (LA Harbor), in the flat plain of the Los Angeles Basin that falls to the south of the Santa Monica Mountains. The area is generally flat, with the exception of the southwestern part of the Wilmington-Harbor City CPA, which has some hillside areas. The area is defined on its southern boundary by the geography of the Inner Harbor. The majority of the Wilmington-Harbor City CPA is bounded and shaped by human-made features, including freeways and wide boulevards that traverse much of the CPA. Much of the Wilmington-Harbor City CPA consists of streets laid out along a general north-south and east-west grid, though some of the major thoroughfares follow a curve of some degree. Alameda Street, the most dramatic example, curves to the northeast and follows the route of the Southern Pacific Railroad tracks.

As discussed in **Section 4.4, Cultural Resources**, the City of Los Angeles has identified 12 Historical Cultural Monuments (HCMs) within the Wilmington-Harbor City CPA. These HCMs have special aesthetic, architectural, or engineering interest or value of a historic nature. The majority of the HCMs are concentrated in the central-east portion of the Wilmington-Harbor CPA. A detailed discussion of these HCMs is provided in **Section 4.4, Cultural Resources**.

Two major freeways and one state route are located within or adjacent to the Wilmington-Harbor City CPA. Interstate 110 (Harbor Freeway, I-110) is located in the western portion of the CPA, Interstate 710 (Long Beach Freeway) is located approximately 0.8 miles to the east of the CPA, and State Route 103 (Terminal Island Freeway) is located in its eastern portion. Interstate 110 generally runs in a north-south direction and is sited west of Figueroa Street. The I-110 is sited east of several residential communities, Ken Malloy Harbor Regional Park, Los Angeles Harbor College, and the Phillips 66 Refinery. Interstate 110 is set above grade throughout the Wilmington-Harbor City CPA, with streets traversing beneath the freeway utilizing tunnels. The I-110 includes numerous overpasses and onramps with a physical and visual impact on the neighborhoods in the western portion of the Wilmington-Harbor City CPA. The southern portion of State Route 103 is set above grade as well, and transitions to at grade farther north, in the vicinity of Pacific Coast Highway. Located just outside of the CPA, Interstate 710 serves the Wilmington-Harbor City CPA.

Many of the major thoroughfares of the area are wide avenues and boulevards that functioned historically as automobile, streetcar, and railroad routes. Commercial corridors developed along major routes, and later residential and commercial development also took advantage of these routes that connected to nearby industrial areas and the Port of Los Angeles. The major east-west thoroughfares crossing the Wilmington-Harbor City CPA are (from north to south): Lomita Boulevard, Pacific Coast Highway, Anaheim Street, and Harry Bridges Boulevard. The major north-south arteries within the Wilmington-Harbor City CPA are (from west to east): Western Avenue, Normandie Avenue, Vermont Avenue, Figueroa Street, Wilmington Boulevard, Avalon Boulevard, and Alameda Street.

The Wilmington-Harbor City CPA includes two separate communities, both with a broad spectrum of land uses ranging from distinctive residential neighborhoods, served by commercial corridors, to intense industrial land along the CPA's northern and southern boundaries. The Wilmington-Harbor City CPA includes several public facilities, campuses, and open space uses such as Los Angeles Harbor College, Ken Malloy Harbor Regional Park, Wilmington Waterfront Park, and the Kaiser Permanente South Bay Medical Center. The land uses in Wilmington and Harbor City consist primarily of low to medium density residential, with commercial uses concentrated along major corridors, such as Pacific Coast Highway, Anaheim Street, and Avalon Boulevard (see **Figure 4.1-10, Avalon Blvd and Anaheim St**). Commonly referred to as the 'Heart of the Harbor,' Wilmington is directly adjacent to the Port of Los Angeles and has a large concentration of industrial land.

The Wilmington-Harbor City CPA consists of a majority of single-family neighborhoods similar in height (one to two stories) and architectural style, with multi-family residential developments with a maximum of two stories interspersed between. Commercial corridors are located along larger streets and single- and multi-family residential development along smaller, gridded streets in between (see **Figure 4.1-11, Opp St, looking west**). Multi-family residences, which include bungalow courts, duplexes, apartment houses, and

fourplexes, are scattered throughout neighborhoods that are otherwise comprised of a majority of single-family residential development. Commercial development along major thoroughfares typically include historic theaters, hotels, banks, and one-to-three-story commercial buildings. The majority of these earlier resources date from the early 1920s through the late 1930s. Later commercial buildings are interspersed between. Institutional resources occurring throughout the Wilmington-Harbor City CPA include religious buildings, schools, and public facilities such as a Department of Water and Power building. These resources are typically sited within residential neighborhoods or along commercial corridors. Institutional development in Harbor City is dominated by Harbor College, schools, and public facilities.



SOURCE: City of Los Angeles, 2022

FIGURE **4.1-6**

IMPACT SCIENCES

Dominguez Channel, looking south

1264.10•09/22



SOURCE: City of Los Angeles, 2022

FIGURE **4.1-7**

IMPACT SCIENCES

190th St, looking east

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SOURCE: City of Los Angeles, 2022

FIGURE **4.1-8**

IMPACT SCIENCES

Athens on the Hill, 124th St

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SOURCE: City of Los Angeles, 2022

FIGURE **4.1-9**

IMPACT SCIENCES

Gardena Blvd, looking east

1264.10•09/22



SOURCE: City of Los Angeles, 2022

FIGURE **4.1-10**

IMPACT SCIENCES

Avalon Blvd and Anaheim St

1264.10•09/22



SOURCE: City of Los Angeles, 2022

FIGURE **4.1-11**

IMPACT SCIENCES

Opp St, looking west

1264.10•09/22

Land Uses – Harbor LA CPAs

The Harbor LA CPAs have a diverse mix of land uses and building typologies, including commercial shopping malls, larger institutional buildings, single-family homes, and industrial campuses. Commercial uses are typically set far back from the street behind a parking lot, often within a corner shopping center, with the exception of segments of Avalon Boulevard in the Wilmington-Harbor City CPA and Gardena Boulevard in Harbor Gateway CPA where the predominant development pattern includes commercial buildings built to the sidewalk. The visual character differs significantly from block to block. Buildings along the major corridors are generally between one and two stories. Contributing to the varied character of each corridor is a variety of commercial signage, which can be found affixed to or painted on building façades or as pole signage.

The Harbor Gateway CPA is generally bound on the north by 120th Street, on the south by Sepulveda Boulevard, on the west by Vermont Avenue and Western Avenue, and on the east by Figueroa Street and Normandie Avenue. Within the Harbor Gateway CPA, commercial centers and corridors include Sepulveda Boulevard, Gardena Boulevard, Rosecrans Street, El Segundo, 190th Street, Normandie Avenue, Vermont Avenue, Redondo Beach Boulevard, Western Avenue, and Carson Street. These commercial centers and corridors currently serve as focal points for shopping, civic, social and recreation activities and provide space for professional offices, small department stores, restaurants, neighborhood services, and entertainment venues.

Immediately to the south of the Harbor Gateway CPA at Sepulveda Boulevard is the Wilmington-Harbor City CPA, which is generally bounded on the north by Sepulveda Boulevard and Lomita Boulevard, on the south by Harry Bridges Boulevard and Port of Los Angeles, on the west by Western Avenue, and on the east by the City of Long Beach. Within the Wilmington-Harbor City CPA, Downtown Wilmington, located on Avalon Boulevard, is the historic commercial center of the Wilmington community. The Downtown Wilmington commercial center serves as a focal point for shopping, civic, social and recreation activities and provides professional offices, small department stores and restaurants. Avalon Boulevard is the most direct access to the waterfront connecting and connects Downtown Wilmington to the Banning's Landing area south of Harry Bridges Boulevard. Central Harbor City is the community's commercial center located along Pacific Coast Highway, generally between Normandie Avenue and Western Avenue. The Harbor City commercial center serves the needs of Harbor City's residents and is the site of the Kaiser Permanente South Bay Medical Center and several shopping centers.

The current different type of land uses and corridor designations within the Harbor LA CPAs are as follows:

- **Commercial.** Commercial uses are scattered throughout the Harbor LA CPAs. These uses generally consist of offices, hotels, retail stores, and restaurants. Commercial land use designations in the Harbor Gateway CPA and Wilmington-Harbor City CPA include Highway Oriented Commercial and Neighborhood Commercial. Uses in these land use designations are typically clustered along major corridors (i.e., Gardena Boulevard, Alondra Avenue) and are compatible in size and architectural style. For example, under the Harbor Gateway CPA, the majority of uses adjacent to Gardena Boulevard are single-story retail uses, with two-story commercial uses scattered along the corridor.

- **Residential.** Residential uses make up the majority of the Harbor Gateway CPA and the Wilmington-Harbor City CPA. Between the two CPAs, the residential areas have a wide variety of architectural styles and residential typologies that reflect more than a century of development. Residential architectural styles from the late nineteenth and early twentieth centuries are heavily represented, but suburban development boomed between 1940 and 1960. In many cases, these residential buildings have been significantly modified and altered. The residential neighborhoods are mostly single-family homes, occasionally interspersed with two-story apartment buildings. Front yards are often enclosed with short walls and fencing.

- **Industrial Areas**. Industrial uses currently make up a significant portion of the Harbor LA CPAs. The existing industrial areas are scattered throughout the Harbor LA CPAs but are generally concentrated along Figueroa Street and where Interstates 405 and 110 intersect in the Harbor Gateway CPA, and the southern and eastern portions of the Wilmington-Harbor City CPA, adjacent to the Port of Los Angeles. Heavy trucking and rail operations significantly contribute to the visual character of the Wilmington-Harbor City CPA's industrial areas. Light industrial and hybrid industrial areas typically serve as transition zones between heavy industrial land and residential or commercial areas.

- **Open Space.** Open Space areas such as parks, waterways, reservoirs, and nature reserves are intended for passive and active outdoor recreation, public gathering, and education. These areas preserve scenic, cultural, or ecologically important areas. While Open Space land is generally natural in character, it can also accommodate accessory structures with public amenities, such as playground equipment, restrooms, and community centers. Residential uses are not present in Open Space designations. Open Space in the Harbor Gateway CPA include the Roosevelt Cemetery and the Coyote Creek biking trail. A larger portion of the Wilmington-Harbor City CPA are Open Space uses, including but not limited to, the Ken Mallory Harbor Regional Palk, Wilmington Waterfront Park, and Wilmington YMCA.

- **Public Facility.** Public Facilities areas serve as centers, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. A variety of structures, site layouts, and building designs flexibly support civic activity, facilitate internal circulation, and contribute to an active public realm. Uses include government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted on a limited basis. Compared to other uses, the current Public Facilities areas make up a small portion of the Harbor Gateway CPA and Wilmington-Harbor City CPA, scattered throughout the Harbor LA CPAs.

Existing Character Districts

Character Districts are areas with a common built environment and characteristics rather than specific areas with boundaries. The Harbor LA CPA's existing Character Districts provide special zoning regulations for a select area to conserve the cultural or architectural characters that are iconic to the area; and Planning Districts provide special consideration in local planning efforts.

Harbor Gateway CPA

- **Gardena Boulevard.** Gardena Boulevard in the Harbor Gateway CPA is identified as a historic and cultural district due to the historic architecture of some of the neighborhood-serving, pedestrian scale storefronts and businesses. Development along Gardena Boulevard took place between the late 1800s and the early 2000s. The boulevard is home to one of the oldest gas stations in Los Angeles as identified in Survey LA. The corridor was originally a part of Gardena Valley and served as the communities downtown after the railway along Vermont Avenue was utilized for passenger trips between Downtown Los Angeles and Redondo in the late 1800s and Downtown Los Angeles and San Pedro in the early 1900s. In the 1940s the rail passenger service was ended and replaced by buses. However, the boulevard still serves as an important commercial district for the surrounding neighborhoods.

- **Chacksfield Merit Tract.** The Chacksfield-Merit Tract Residential Historic District is identified in SurveyLA for its role in the post-World War II suburbanization of the Harbor Gateway CPA. The district's period of significance is 1956 to 1961. The district is comprised of single-family homes in the traditional ranch style and is distinguished by its Japanese-style gardens.

Wilmington-Harbor City CPA

- **Avalon Boulevard.** The Avalon Boulevard Character District in the Wilmington-Harbor City CPA was identified as a good example of a neighborhood commercial center from the early 20th century in SurveyLA. Avalon Boulevard is significant as the historic commercial center of Wilmington.

Development along Avalon Boulevard took place from the early 1910s and 1920s. Buildings in the district consist of a mixture of architectural styles, including Neoclassical, Mediterranean Revival, and commercial vernacular, though examples of the Renaissance Revival and Beaux Arts styles exist as well.

Scenic Resources

Scenic resources contribute to the visual character of a given area. These resources include natural or urban features. Natural features can include open space, native or ornamental vegetation/landscaping, topographic or geologic features, and natural water sources. Urban or built features include structures of architectural/historical significance or visual prominence, public plazas, public art or gardens, heritage oaks and other trees or landscaping protected by the City, consistent design elements along a street or within a district, pedestrian amenities, and landscaped medians or park areas. Scenic resources contribute to the aesthetic character or image of a given area.

The Harbor LA CPAs are predominantly flat with nominal hills. Due to the density and relative heights of buildings and urban development throughout most of the Harbor LA CPAs, views are largely obstructed at the ground level. Intervening buildings, freeway overpasses, and street trees block most views to natural features or views of LA Harbor. Scenic resources in the Harbor LA CPAs include the restricted views of the San Gabriel Mountains to the north, and minimal views of the harbor and the Port of Los Angeles. Views of the Port of Los Angeles are visible from various public rights-of-way (primarily north-south streets), such as Henry Ford Avenue, and from Wilmington Waterfront Park. A panoramic view of the harbor area is visible from the eastern terminus of 264th Street in the Harbor Pines neighborhood, which is the only area of the Wilmington-Harbor City CPA located on a hillside. However, Harbor Pines is a residential area that is fully built out with single-family residences which largely obstruct public views of the harbor other than from the public rights-of-way. Additional scenic resources in the Harbor LA CPAs include direct public views of the Ken Malloy Harbor Regional Park, and public views of the existing visual character districts within the CPAs (i.e., Gardena Boulevard, Chacksfield-Merit Tract Residential Historic District, and Avalon Boulevard). Public views of the properties listed in **Section 4.4, Cultural Resources** as historic properties would also be considered scenic resources.

Landforms and Geology

There are very few natural geological features of note in the Harbor LA CPAs. The CPAs are mostly flat, densely populated, and heavily developed.

Wilmington-Harbor City: The northeastern portion of the Wilmington-Harbor City CPA includes a small, terraced hillside area leading from I-110 down to Bixby Marshland and the Department of Sanitation Water

Pollution Control Plant south of the CPA boundary. In the southwestern portion of the Wilmington-Harbor City CPA is a hillside area that contains residential, recreational facilities, and the Defense Fuel Supply Point Habitat Restoration area. I110 runs through the western portion of the CPA. The southern portion of the Wilmington-Harbor City CPA abuts the Port of Los Angeles. The surface water features in the Wilmington-Harbor City CPA include the Dominguez Channel located at the southeast portion of the CPA, and Machado Lake in Ken Malloy Harbor Regional Park.

Harbor Gateway: The Dominguez Channel is the only surface water feature within the Harbor Gateway CPA.

Open Space and Parks

The Harbor LA CPAs are mostly built out, though open space makes up approximately 19.3 percent of the combined CPAs. The most significant open spaces are found at the Harbor Park Golf Course and Ken Malloy Harbor Regional Park in the Wilmington-Harbor City CPA. Other smaller civic parks in the CPAs include the Harbor City Recreation Center, Harbor City Greenway, Wilmington Athletic Complex, Wilmington Recreation Center, Wilmington Waterfront Park, Banning Park & Museum, East Wilmington Greenbelt Park, Rosecrans Recreation Center, Roosevelt Memorial Park, and Normandale Recreation Center. Other large portions of land designated as Open Space includes Defense Fuel Supply Point Habitat Restoration in Wilmington-Harbor City, however this area is not open to the public for recreational purposes.

Prominent Structures

The Harbor LA CPAs contain many structures of architectural/historical significance or visual prominence. Many of these structures were identified in SurveyLA as potentially eligible for historic designation. As discussed in **Section 4.4, Cultural Resources**, a Historic Resources Survey Report (Survey Report) undertaken from September 2011 to May 2012 of the Harbor LA CPAs, completed by the Los Angeles City Planning's Office of Historic Resources (OHR) as part of SurveyLA.

SurveyLA identified numerous potentially eligible properties in the Harbor LA CPAs that fall under one or more of the resource types, as noted below. Properties in the Harbor LA CPAs identified by SurveyLA as eligible for historic designation include residential properties, commercial properties, industrial properties, and other non-parcel resources. Many single-family buildings are identified as appearing to be individually eligible for historic designation because they contribute to the history of the Harbor LA CPAs; are representative of a particular architectural style; embody distinctive characteristics of a period in history; represent the work of a master architect; and/or are associated with an important person in history. Similarly, eligible institutional, industrial, and commercial facilities are eligible for historic designation because they

contribute to the history of the Harbor LA CPAs; are representative of a particular architectural style; and/or represent a period of development.

Within the Harbor Gateway CPA, a total of 25 properties are identified as individual eligible historic properties. Additionally, the Chacksfield Tract Residential Historic District is identified as a Planning District. The tract is comprised of 204 contributing and 30 non-contributing properties that are distinguished by the Traditional Ranch House style and Japanese-style gardens.

Within the Wilmington-Harbor City CPA, 76 properties were identified as individual eligible historic properties. Four buildings, located in the Wilmington-Harbor City CPA, were identified in the California Register[2] and of those, three were also included in the National Register.[3] These include Drum Barracks and Officer's Quarters, General Phineas Banning Residence/Banning Park, Wilmington Branch Library, and Saint John's Episcopal Church (California Register only). The Wilmington-Harbor City CPA also contains one Historic Preservation Overlay Zone (HPOZ) at Banning Park.

Non-parcel resources are not associated with an Assessor Parcel Number and generally do not have addresses. These may include street trees, streetlights, landscaped medians, bridges, or signs. A total of three non-parcel resources were identified, and three potentially eligible historic districts, including Wilmington Oil Field Historic District, Avalon Boulevard Commercial Planning District, and Harbor Regional Park are all located in the Wilmington-Harbor City CPA.

Light and Glare

Light

Nighttime illumination of varying intensities is characteristic of most urban and suburban land uses including those in the Harbor LA CPAs. Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments. However, these lights have the potential to produce spill light and glare, and if designed incorrectly, could be considered unattractive or obtrusive to neighboring residences. Light that falls beyond the intended area is referred to as nighttime spillover light or light trespass. Nighttime spillover light can adversely affect light sensitive uses at nighttime, especially residences.

Given the nature of high-density urban development, most of the Harbor LA CPAs are characterized by moderate to high intensities of nighttime illumination. Light and glare may be caused by street and parking

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2 California Office of Historic Preservation, California Historical Resources Listing, https://ohp.parks.ca.gov/ListedResources/, accessed August 3, 2022.

3 National Park Service, National Register of Historic Places, https://www.nps.gov/subjects/nationalregister/index.htm, accessed August 2022.

lot lighting, building or landscape lighting, illuminated signs, recreational facilities, and to some extent interior lighting of residential and nonresidential buildings. Materials such as glass, metal, and polished surfaces can contribute to glare. Nighttime lighting sources include street, security, and way finding outdoor lighting, vehicle headlights, and interior building illumination. Streetlights, particularly at intersections, illuminate most of the streets in the Harbor LA CPAs. The bulk of the existing streetlights within the Harbor LA CPAs are on approximately 40-foot-tall street light poles. Ornamental pedestrian-level lighting is provided on some corridors, such as portions of Avalon Boulevard. Ambient light levels or illumination is measured in foot-candles (fc). **Table 4.1-1, Foot-Candle Values of Common Light Sources,** describes the foot-candle (fc) range of various types of light.

Table 4.1-1
Foot-Candle Values of Common Light Sources

Illumination Source	Foot-Candles (LUX/FX)
Full Daylight	1,000
Full Moon	0.1
Office Lighting	70 – 150
Street Lighting	0.6-1.6

Source: City of Los Angeles, Department of Public Works Bureau of Street Lighting Design Standards and Guidelines, 2007.

In general, the Harbor LA CPAs are in an urban area with many sources of ambient illumination, including light emitted from industrial and commercial properties and streetlights lining the streets, as well as from the headlights of vehicles traveling through the Harbor LA CPAs. Nighttime lighting is lowest in the residential areas of the Harbor LA CPAs. Within the Harbor LA CPAs, illumination levels due to streetlights between intersections are lower than those at intersections, regardless of light spilling from lighting within adjacent buildings.

Glare

Glare is a common phenomenon in the southern California area primarily due to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region resulting in a large concentration of potentially reflective surfaces. Most of the existing structures within the Harbor LA CPAs are comprised of non-reflective materials, such as concrete, wood, plaster/stucco, and to a limited extent, brick. However, glare can result from sunlight reflecting off windows or the plastic signage, awnings or other structural components affixed to buildings located adjacent to streets in the Harbor LA CPAs. During the daytime, parked vehicles can also produce a large source of glare from sunlight being

reflected off windshields and other surfaces. Nighttime glare can occur from a variety of light sources including streetlights and commercial and residential structures.

Shade and Shadows

Shading refers to the effect of shadows cast upon adjacent areas. The consequences of shadows upon land uses may be positive, including cooling effects during warm weather, or negative such as the loss of natural light necessary for solar energy purposes or the loss of warming influences during cool weather. Shadows are cast in a clockwise direction from west/northwest to east/northeast from approximately 7:00 a.m. to 3:00 p.m. or later depending on the time of the year: Summer Solstice (typically around June 21), Spring/Fall Equinoxes (typically around March 20 and September 22), and Winter Solstice (typically around December 21). Generally, the shortest shadows are cast during the Summer Solstice and then grow increasingly longer until the Winter Solstice. During the Winter Solstice, the sun appears at its lowest point in the sky and shadows are at their maximum coverage lengths. Shadows cast during the Winter Solstice represent the greatest potential shade and shadow impacts.

Shadow effects depend on several factors, including local topography, the height and massing of buildings, and existing uses. Due to the relatively dense arrangement of existing commercial, industrial, and residential buildings within the developed portions of the Harbor LA CPAs, shadow effects already exist in the CPAs. Mid-rise buildings cast longer shadows than low-rise buildings. Within the Harbor LA CPAs, most buildings are considered low-rise, generally less than four stories. As such, the effects of shadows affecting public spaces where people gather for long periods are minimal.

4.1.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Aesthetics at the state and local levels. As described below, these plans, guidelines, and laws include the following:

- Caltrans State Scenic Highways
- California Coastal Act
- Senate Bill 743
- City of Los Angeles General Plan Framework, Mobility Plan 2035, and Conservation Element
- City of Los Angeles Planning and Zoning Code and Building Regulations
- City of Los Angeles Baseline Hillside Ordinance

- Los Angeles Administrative Code (LAAC) Cultural Heritage Ordinance
- City of Los Angeles Historic Preservation Overlay Zone (HPOZ) Ordinance
- City of Los Angeles Tree and Shrub Preservation Ordinance
- City of Los Angeles Citywide Design Guidelines
- Clean Up Green Up Supplemental Use District

State

California Department of Transportation (Caltrans) State Scenic Highways. California's Scenic Highway Program was created by the Legislature in 1963. Its purpose is to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. State laws governing the Scenic Highway Program are found in the Streets and Highways Code, Sections 260 through 263. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Caltrans defines a State Scenic Highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Eligibility for designation as a State Scenic Highway is based on vividness, intactness, and unity of the roadway. The status of a proposed State Scenic Highway changes from eligible to officially designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification from Caltrans that the highway has been officially designated a State Scenic Highway. There are no designated state scenic highways in the City of Los Angeles, including the Harbor LA CPAs.

California Coastal Act. In 1976, the State Legislature passed the Coastal Act, which provided the California Coastal Commission with broad authority to regulate coastal development. The Coastal Act (Public Resources Code Section 30000 et seq.) guides how the land along the coast of California is developed or protected from development. Section 30251 of the Coastal Act requires in part that the scenic and visual qualities of coastal areas be considered and protected as a resource of public importance.

The Coastal Act defines the area of the coast that comes under the jurisdiction of the California Coastal Commission, which is called the "coastal zone." The Coastal Zone extends seaward to the state's outer limit of jurisdiction (three miles), including offshore islands. The inland boundary varies according to land uses and habitat values. The southeastern portion of the Wilmington-Harbor City CPA is located within the Coastal Zone boundary in an uncertified area, meaning an area in which a Local Coastal Program has not been certified by the California Coastal Commission. While the City has a certified permitting program authorized under Pub. Res. Code Section 30600(b) to issue coastal development permit for development in

both the single and dual jurisdictions of the coastal zone, the California Coastal Commission retains permit authority over all locally-issued Coastal Development Permits until a Local Coastal Program has been certified for the area.

Senate Bill 743. On September 2013, Governor Brown signed into law SB 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts of projects in areas served by transit. While the focus of SB 743 is to address how transportation impacts are evaluated, it also limits the extent to which aesthetic impacts are evaluated under CEQA. SB 743 (Public Resources Code [PRC] Section 21099 (d)(1)) exempts development projects located in Transit Priority Areas (TPAs), from review of aesthetic impacts under CEQA. Specifically, this bill states that aesthetic impacts of a residential, mixed-use residential, or employment center project on an infill site within a TPA shall not be considered significant impacts on the environment. Therefore, aesthetic impacts within a TPA are considered less than significant in environmental analyses. A TPA is defined as an area within one-half mile of a major transit stop that is existing or planned.

Local

City of Los Angeles General Plan Framework, Mobility Plan 2035 and Conservation Element. The Framework Element planning policies regarding urban form, neighborhood design and the conservation of open space and other scenic resources, described in Framework Element Section 1.1 of Chapter 1, Introduction and Community Profile, are intended to improve community and neighborhood livability in the City of Los Angeles. The Framework Element's policies on Open Space and Conservation seek to conserve resources and use open space to enhance community and neighborhood character in the City.

The Conservation Element (adopted in 2001) includes a discussion of the existing landforms and scenic vistas in the City of Los Angeles. Objectives, policies, and programs included in this element are intended to ensure the protection of natural terrain and landforms, unique site features, scenic highways, and panoramic public views as City staff and decision-makers consider future land use development and infrastructure projects.

The Mobility Plan 2035 (adopted in 2016) provides an inventory of City-designated scenic highways. Scenic highways depicted in the City have special controls for protection and enhancement of scenic resources. The Mobility Plan 2035 also includes Scenic Highway Guidelines for those designated scenic highways for which there is no adopted scenic corridor plan.

Objectives, policies, and programs included in the General Plan Framework, Conservation Element and Mobility Plan 2035 are intended to ensure the protection of natural terrain and landforms, unique site features, scenic highways, and panoramic public views as City staff and decision-makers consider future

land use development and infrastructure projects. Applicable goals, objectives, and policies of these General Plan elements are shown in **Table 4.1-2, Relevant General Plan Aesthetics Goals, Objectives, and Policies.**

Table 4.1-2
Relevant General Plan Aesthetics Goals, Objectives, and Policies

Goal/Objective/ Policy	Goal/Objective/Policy Description
	Framework Element-Chapter 5 Urban Form and Neighborhood Design
Goal 5A	A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and Citywide scales.
Objective 5.1	Translate the Framework Element's intent with respect to Citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.
Policy 5.1.1	Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.
Objective 5.2	Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.
Policy 5.2.1	Designate centers and districts in locations where activity is already concentrated and/or where good transit service is or will be provided.
Policy 5.2.2	Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime (see Chapter 3: Land Use). Additionally, develop these areas so that they are compatible with surrounding neighborhoods, as defined generally by the following building characteristics. • Buildings in neighborhood districts generally should be low rise (one- to two-stories), compatible with adjacent housing, and incorporate the pedestrian-oriented design elements defined in Policies 5.8.1 and 3.16.1 - 3.16.3. They should also be located along sidewalks with appropriate continuous storefronts. • Buildings in community centers generally should be two to six stories in height, with the first several stories located along the sidewalk. They should also incorporate the pedestrian-oriented elements defined in policy 5.8.1. Either housing or office space may be located above the ground floor storefronts. • Buildings located at activity nodes along mixed-use boulevards generally shall have the same characteristics as either neighborhood districts or community centers, depending on permitted land use intensities. Housing over ground floor storefronts or in place of commercial development shall be encouraged along mixed-use boulevards.
Objective 5.5	Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.
Policy 5.5.3	Formulate and adopt building and site design standards and guidelines to raise the quality of design Citywide.
Policy 5.5.4	Determine the appropriate urban design elements at the neighborhood level, such as sidewalk width and materials, streetlights and trees, bus shelters and benches, and other street furniture.
Policy 5.5.6	Identify building and site design elements for commercial or mixed-use streets in centers that may include: the height above which buildings must step back; the location of the building base horizontal articulation; and other design elements.
Policy 5.5.7	Promote the undergrounding of utilities throughout the City's neighborhoods, districts, and centers.
Objective 5.6	Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas.
Policy 5.6.1	Revise community plan designations as necessary to conserve the existing urban form and community character of areas not designated as centers, districts, or mixed-use boulevards.
Objective 5.7	Provide a transition between conservation neighborhoods and their centers.

Goal/Objective/ Policy	Goal/Objective/Policy Description
Policy 5.7.1	Establish standards for transitions in building height and for on-site landscape buffers.
Objective 5.8	Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.
Policy 5.8.1	Buildings in pedestrian-oriented districts and centers should have the following general characteristics: a. An exterior building wall high enough to define the street, create a sense of enclosure, and typically located along the sidewalk; b. A building wall more-or-less continuous along the street frontage; c. Ground floor building frontage designed to accommodate commercial uses, community facilities, or display cases; d. Shops with entrances directly accessible from the sidewalk and located at frequent intervals; e. Well-lit exteriors fronting on the sidewalk that provide safety and comfort commensurate with the intended nighttime use, when appropriate; f. Ground floor building walls devoted to display windows or display cases; g. Parking located behind the commercial frontage and screened from view and driveways located on side streets where feasible; h. Inclusion of bicycle parking areas and facilities to reduce the need for vehicular use; and i. The area within 15 feet of the sidewalk may be an arcade that is substantially open to the sidewalk to accommodate outdoor dining or other activities.
Policy 5.8.2	The primary commercial streets within pedestrian-oriented districts and centers should have the following characteristics: a. Sidewalks: 15-17 feet wide (see illustrative street cross-sections). b. Mid-block medians (between intersections): landscaped where feasible. c. Shade trees, pruned above business signs, to provide a continuous canopy along the sidewalk and/or palm trees to provide visibility from a distance. d. Pedestrian amenities (e.g., benches, pedestrian-scale lighting, special paving, window boxes, and planters).
Policy 5.8.4	Encourage that signage be designed to be integrated with the architectural character of the buildings and convey a visually attractive character.
Conservation Element	
Land Form & Scenic Vista Objective	Protect and reinforce natural and scenic vistas as irreplaceable resources and for the aesthetic enjoyment of present and future generations.
Land Form & Scenic Vista Policy	Continue to encourage and/or require property owners to develop their properties in a manner that will, to the greatest extent practical, retain significant existing land forms (e.g., ridge lines, bluffs, unique geologic features) and unique scenic features (historic, ocean, mountains, unique natural features) and/or make possible public view or other access to unique features or scenic views.
Mobility Plan 2035	
Objective 11	Preserve and enhance access to scenic resources and regional open space.
Policy 11.1	Designate scenic highways and scenic byways which merit special consideration for protection and enhancement of scenic resources.
Policy 11.2	Provide for protection and enhancement of views of scenic resources along or visible from designated scenic highways through implementation of guidelines set forth in this 2035 Mobility Plan.
Policy 11.3	Consider aesthetics and scenic preservation in the design and maintenance of designated scenic highways and of those scenic byways designated in Community Plans.
Policy 11.4	Establish Scenic Corridor Plans, where appropriate, which set forth corridor boundaries and development controls in harmony with each corridor's specific scenic character.
Plan for a Healthy LA	
Policy 2.2	Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.

Goal/Objective/ Policy	Goal/Objective/Policy Description
Policy 3.3	Continue to support the implementation of the Los Angeles River Revitalization Master Plan to create a continuous greenway of interconnected parks and amenities to extend open space and recreational opportunities.
Policy 3.4	Promote opportunities for physical activity for users of all ages and abilities by continuing to improve the quality of existing park and open space facilities and creating recreation programs that reflect the city's rich diversity and local community needs.

Source: City of Los Angeles, The Citywide General Plan Framework, re-adopted 2001; City of Los Angeles General Plan Conservation Element, adopted 2001; City of Los Angeles, Mobility Plan 2035, adopted 2016. .City of Los Angeles, Plan for a Healthy Los Angeles, adopted March 31, 2015.

City of Los Angeles Planning and Zoning Code and Building Regulations. The Los Angeles Municipal Code (LAMC) Chapter 1 contains the Planning and Zoning Code, and Chapter 9 contains Building Regulations. The purpose of the Planning and Zoning Code is to designate and regulate the location, use, height and size of buildings. The Planning and Zoning Code regulates the aesthetics and visual quality of development projects. The Planning and Zoning Code includes development regulations specific to each zone and also addresses parking, landscaping, landform protection, lighting, and a number of other topics that influence the aesthetics of a development project. The Planning and Zoning Code also includes design regulations that seek to affect the physical alteration of streets, intersections, alleys, pedestrian walkways, and landscaping.

The following LAMC Sections regulate issue areas pertaining to the aesthetics of development in the City of Los Angeles. Those sections from Chapter 1 of the LAMC referenced below will be carried over to Chapter 1A of the LAMC (the New Zoning Code); although the regulations may be modified to meet the structure of the New Zoning Code, they would meet the intent of these existing regulations.

Lighting

Chapter 1, Article 2, Sec. 12.21 A5(k). All lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any streets and any adjacent premises.

Chapter 1, Article 7, Sec. 17.08C. Plans for street lighting system shall be submitted to and approved by the Bureau of Street Lighting.

Chapter 9, Article 3, Sec. 93.0117. No exterior light source may cause more than two foot-candles (21.5 lux) of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units.

Chapter 9, Article 1, Section 91.6205 (K)4. Signs are prohibited if they contain flashing, mechanical and strobe lights in conflict with the provisions of Section 80.08.4 and 93.6215 of this code.

Chapter 9, Article 1, Section 91.6205M. No sign shall be arranged and illuminated in such a manner as to produce a light intensity of greater than three foot-candles above ambient lighting, as measured at the property line of the nearest residentially zoned property.

Land Form Preservation

Chapter 1, Article 7, Section 17.50-E. Establishes slope-density regulations that restrict density based on the calculated average of the ungraded slopes at selected contours on a parcel that is proposed for subdivision.

Chapter 1, Article 2, Section 12.21-A.17. Establishes the hillside overlay zone that restricts densities and requires neighborhood and environmental compatibility.

City of Los Angeles Baseline Hillside Ordinance. The Baseline Hillside Ordinance is part of the City's Planning and Zoning Code and applies to all properties zoned R1, RS, RE (9, 11, 15, 20, and 40), and RA and designated as Hillside Area in the Department of City Planning Hillside Area Map, as defined in LAMC Section 12.03. The ordinance designates and regulates the setback, height, and size of residential buildings in the Hillside Area. Its purpose is to limit the scale of development within the residential zoned parcels in the hillside.

Los Angeles Administrative Code (LAAC) Cultural Heritage Ordinance (Section 22.171). The Cultural Heritage Ordinance is codified at Division 22, Chapter 9, Article 1 of the LAAC, commencing with Section 22.171. The Ordinance created the Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments (HCM). HCMs, along with all other historically significant resources, are considered scenic resources. The designation of a historic building as an HCM requires that the resource be considered when analyzing the aesthetic impacts of a project and delays demolition by up to a year. See **Section 4.4, Cultural Resources** for a discussion of this Ordinance.

City of Los Angeles Historic Preservation Overlay Zone (HPOZ) Ordinance. In addition to the designation of individual sites as HCMs, the City of Los Angeles also has a separate ordinance and procedure for the designation of historic districts, or HPOZ. This Ordinance, which is found in LAMC Chapter I, Article 2, Section 12.20.3, is intended to recognize, preserve, and enhance buildings, structures, landscaping, natural features, and areas within the City having historic, architectural, cultural, or aesthetic significance in the interest of the health, economic prosperity, cultural enrichment, and general welfare of the people. See **Section 4.4, Cultural Resources** for a discussion of this Ordinance.

City of Los Angeles Tree and Shrub Preservation Ordinance. Protected trees are considered aesthetic resources. The City of Los Angeles adopted an ordinance for the Preservation of Protected Trees (Ordinance No. 177,404; LAMC Chapter IV, Article 6) which became law on April 23, 2006. The ordinance protects the following tree species:

- All native Oak tree species (*Quercus spp*), but excluding the Scrub Oak (*Quercus dumosa*)
- Western Sycamore (*Platanus racemosa*)
- California Bay (*Umbellularia californica*)
- California Black Walnut (*Juglans californica*)

The ordinance applies to trees that are four inches or greater in diameter at 4.5 feet above ground, on any lot size. Protected tree removal requires a removal permit by the City of Los Angeles Department of Public Works (LADPW). Ordinance-projected trees on private property and streets rights-of-way are protected by the City's Tree Preservation Ordinance; therefore, any act that may cause the failure or death of a protected tree requires inspection by the LADPW Urban Forestry Division. In the event that the LADPW approves a tree removal, replacement of the protected tree is required with at least two trees of the same protected variety. See **Section 4.3, Biological Resources**, for a discussion of protected trees.

On December 11, 2020, the City adopted Ordinance No. 186,873, extending protection status to include two native shrub species, the Mexican Elderberry (*Sambucus mexicana*) and Toyon (*Heteromeles arbutifolia*) shrubs and amending provisions of Sections 12.21, 17.02, 17.05, 17.06, 17.51, 46.00, 46.01, 46.02, 46.03, 46.04, and 46.06 of the LAMC.

City of Los Angeles Citywide Design Guidelines. The City of Los Angeles has created Citywide Design Guidelines to carry out the common design objectives that maintain neighborhood form and character for residential, commercial, and industrial uses. The guidelines are intended for developers, architects, and advisory and decision-making bodies when evaluating development projects. Specific design regulations relating to individual communities can be found in the Community Plan Urban Design Chapter of each of the City's 35 Community Plans or special zoning designations, such as Specific Plans, Community Design Overlay Districts, designated historic properties, and historic districts. The Citywide Design Guidelines apply to all areas of the City, but it is particularly applicable to those areas within the City that do not currently have adopted design guidelines. In cases where the Citywide Design Guidelines conflict with a provision in a Community Plan Urban Design Chapter or a special zoning designation, the Community Plan's specific requirements would prevail. The previous sentence is stated in each of the three Citywide Design Guidelines (Residential, Commercial, and Industrial) in a section called "Relationship Between the General Plan, Zoning Code, Citywide Guidelines, and Community-Specific Design Guidelines."

Clean Up Green Up Supplemental Use District. In 2016, the City Council approved Ordinance No. 184,246 to establish a Clean Up Green Up Supplemental Use District within Wilmington, as well as other areas of the City. The Clean Up Green Up Ordinance establishes "green zones" to reduce cumulative health impacts resulting from incompatible land uses, establish a citywide Conditional Use for asphalt manufacturing and refinery facilities, and increase the notification requirement for projects within a surface mining district. The Clean Up Green Up Ordinance also includes provisions that impact aesthetics such as applicable standards regarding lighting, building heights, and landscaping.

4.1.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to aesthetic resources if they would:

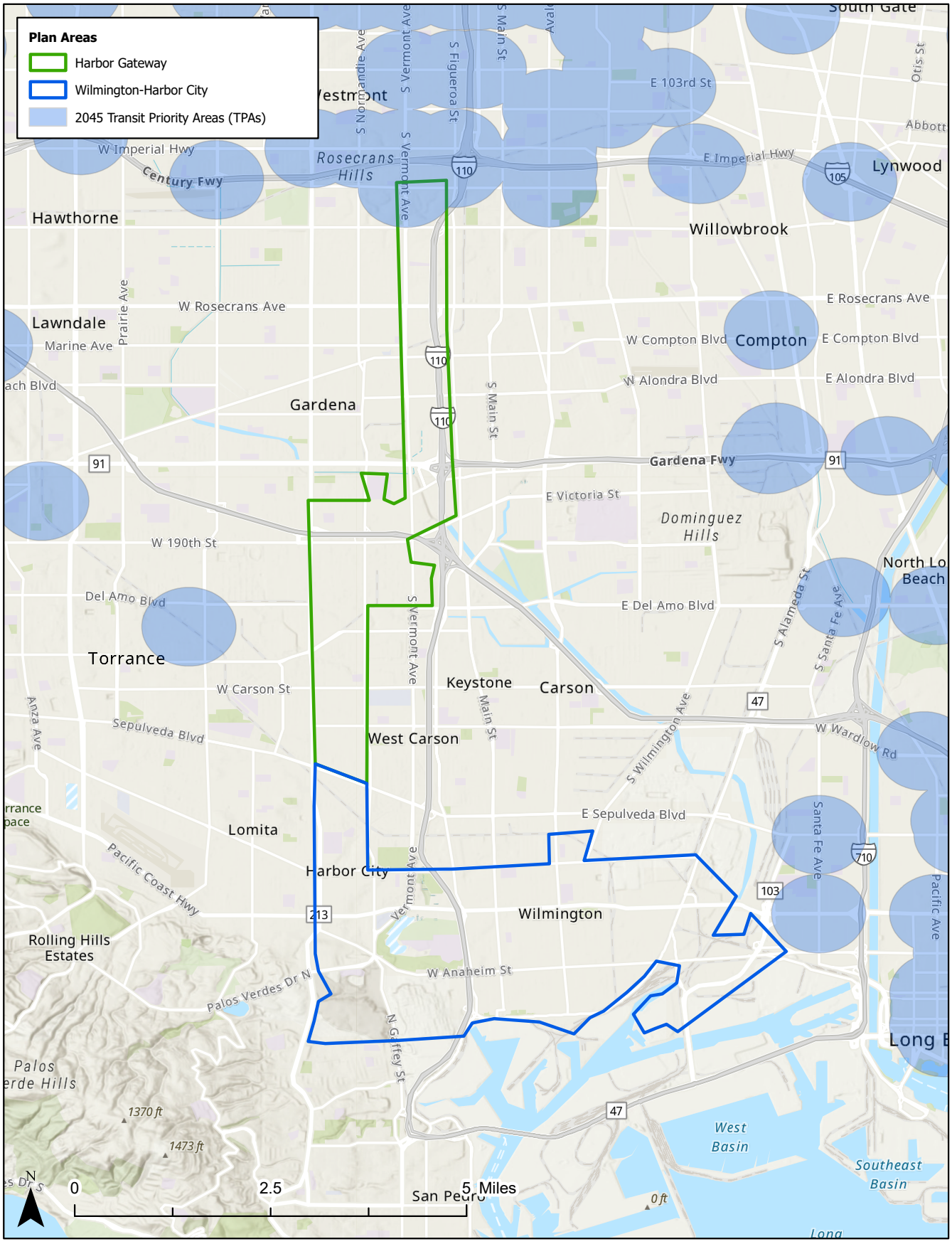
- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from a publicly accessible vantage point.) In an urbanized area, if the Proposed Plans would conflict with applicable zoning and other regulations governing scenic quality; and/or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.4 METHODOLOGY

This section analyzes impacts from reasonably anticipated development from implementation of the Proposed Plans and evaluates impacts from inside and outside the Harbor LA CPAs where the visual resources identified in the existing setting may be affected by the Proposed Plans.

As discussed previously, under SB 743, residential, mixed-use, and employment center projects located within a Transit Priority Area (TPA) are exempt from aesthetic impacts analysis. TPAs are defined as areas within a half mile of a major transit stop. The Metro J (Silver) Line bus rapid transit runs through the northern portion of the Harbor Gateway CPA along the 110 Freeway with stations at Rosecrans Boulevard and the Harbor Gateway Transit Center. However, as shown in **Figure 4.1-12 TPAs Surrounding the Harbor LA CPAs**, only the northern most portion of the Harbor Gateway CPA encompasses a TPA.

While most development that is reasonably foreseeable from implementation of the Proposed Plans would be residential, mixed use, or an employment center, the Harbor LA CPAs are primarily located outside TPAs. Additionally, PRC Section 21099(d) does not expressly apply to planning projects. Therefore, this EIR will consider aesthetic impacts from the implementation of the Proposed Plans in the two CPAs.



SOURCE: Esri, 2022; SCAG, 2022

FIGURE **4.1-12**

TPAs Surrounding the Harbor LA CPAs

IMPACT SCIENCES

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The evaluation of aesthetic impacts is a subjective exercise, both in identifying valued aesthetic resources and identifying impacts to valued aesthetic resources. Considerations for determining impacts under the various categories of aesthetic resources and impact thresholds are discussed below.

Scenic Vistas/Obstruction of Views

This aesthetics analysis considers public scenic views of the Harbor LA CPAs from varying vantage points, as well as public scenic views within the CPAs of visual features such as open spaces, mountain ranges, the harbor, etc. For the purposes of the CEQA analysis, significant impacts to views typically consist of the loss or obstruction of a valued public view (e.g., scenic vista, particularly a panoramic view of areas that have visual interest views), or changes in the character of the view that detract from a valued viewshed. The assessment evaluates whether such viewpoints exist within the Harbor LA CPAs and whether the content of the view would be adversely affected by implementation of the Proposed Plans. Diminishment of a scenic vista would occur if the Proposed Plans would introduce buildings or development that contrast enough with a visually interesting view, so that the content and quality of the view is permanently affected. The loss of a private view would not be an impact for purposes of this analysis. The City does not protect private views. Changes to and loss of private views from development are expected in an urban environment over time as buildings are changed or added to a particular area.

Visual Character

The concept of visual character is not explicitly defined in the *CEQA Guidelines* or the City's CEQA Thresholds Guide. Visual character can be defined in terms of the overall impression formed by the relationship between perceived visual elements of the built, urban environment existing in the Harbor LA CPAs.

Elements contributing to the impression of the character of an area include the following:

- Height and mass of proposed buildings compared to existing development;
- The compatibility between uses and activities with the built environment;
- The quality of the public realm, including roadways, sidewalks, plazas, parks, and street furniture;
- The nature and quality of landscaping that is visible to the general public;
- The relationship between built and unbuilt space, or building "coverage;" and
- The presence of shade and shadows.

Evaluation of significant impacts to the visual character of an area is generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the Proposed Plans detract from the visual character of an area. Analysis of impacts to visual character is subjective in its very nature. The qualities that create aesthetic value will vary from person to person. Some observers may see a beneficial change to the visual character, while other observers would find them discordant.

For the purposes of this environmental analysis, potential impacts to the Harbor LA CPA's existing visual character would be based on the land uses that would be introduced by the Proposed Plans. The different type of community center and corridor designations as categorized by the land use are as follows:

- **Regional Center.** Regional Centers function as a hub of regional commerce and activity located near major transportation hubs and include active commercial streets. Regional Centers also serve as major centers for jobs. Regional Center uses account for 13 percent of the Harbor Gateway CPA, generally around the intersection of Interstate 405 and 110. Regional Centers will allow residential uses, where appropriate, and include heavy commercial uses to reflect commercial needs and its accompanying industrial uses. There are no areas designated as Regional Center within the Wilmington-Harbor City CPA designated as Regional Center.

- **Community Center.** Community Centers are located along major commercial corridors, in concentrated nodes, or adjacent to public transit hubs. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses. There are no areas within the Harbor Gateway CPA designated as Community Center. Community Centers make up two percent of the Wilmington-Harbor City CPA along Pacific Coast Highway.

- **Village.** Villages are characterized by walkable development patterns with historic and cultural characteristics. Land use forms include ground floor retail on active streets integrated with a variety of housing types. Adaptive reuse is common, as well as infill development. Villages account for two percent of the Harbor Gateway CPA along Carson Street and near Figueroa and 120th Street, and 1.3 percent of the Wilmington-Harbor City CPA along Avalon Boulevard.

- **Neighborhood Center.** Neighborhood Center areas are pedestrian- oriented commercial development surrounding residential neighborhoods and serve the needs of residents and employees. These areas contain a mix of residential and commercial uses. Neighborhood Centers make up three percent of the Harbor Gateway CPA along Vermont Avenue, Western Avenue and Figueroa Street, and four percent of the Wilmington-Harbor City CPA along segments of Lomita Boulevard, Western Avenue, Belle

Porte Avenue, Normandie Avenue, Avalon Boulevard, Pacific Coast Highway, Anaheim Street, and Wilmington Boulevard.

- **Residential.** Residential uses make up 40 percent of the Harbor Gateway CPA, and approximately 34 percent of the Wilmington-Harbor City CPA. The different residential building forms in the Harbor LA CPAs include the following:

  - *Medium Neighborhood Residential.* Medium Neighborhood Residential areas are primarily residential and may integrate local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. The building form is typically oriented toward the street. The Medium Neighborhood Residential areas make up two percent of the Harbor Gateway CPA and 2.4 percent of the Wilmington-Harbor City CPA.

  - *Medium Residential.* Medium Residential areas provide a concentration of multi-unit housing and are typically located near commercial or employment centers. Supportive institutional uses may also be provided in certain Residential Use Districts. The Medium Residential areas make up two percent of the Harbor Gateway CPA, mostly clustered in the northern portion of the CPA, and 2.4 percent of the Wilmington-Harbor City CPA, mostly clustered in the northwest of the CPA.

  - *Low Neighborhood Residential.* Low Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are typically adjacent and connected to commercial and employment areas. The building form is typically oriented towards the street. The residential density generally ranges from The Low Neighborhood Residential areas make up less than one percent of the Harbor Gateway CPA and three percent of the Wilmington-Harbor City CPA, mostly clustered in the southwest portion of the CPA.

  - *Low Medium Residential.* Low Medium Residential areas are primarily residential and may integrate limited local-serving commercial uses. The building form is low to moderate scale and buildings are typically oriented towards the street. The Low Medium Residential areas make up seven percent of the Harbor Gateway CPA, clustered mostly in the southern portion of the CPA, and 10 percent of the Wilmington-Harbor City CPA, scattered throughout the CPA.

  - *Low Residential.* Low Residential areas provide single-family housing, typically set away from centers of activity. The building form is low scale. The Low Residential areas make up 28 percent of the Harbor Gateway CPA and 18 percent of the Wilmington-Harbor City CPA, scattered throughout the Harbor LA CPAs.

- *Very Low Residential.* Very Low Residential areas provide predominantly residential use, most typically in hillside areas or in flat less dense areas where parcels are larger and street grids are less compact. The Very Low Residential areas make up less than one percent of the Harbor Gateway CPA. There are no areas designated as Very Low Residential in the Wilmington-Harbor City CPA.

- *Compact Residential.* Compact Residential areas are predominantly pedestrian-scale residential neighborhoods with compact lots and blocks. There are no areas designated as Compact Residential in the Harbor Gateway CPA. The Compact Residential areas make up 0.2 percent of the Wilmington-Harbor City CPA in the southern portion of the plan area.

- **Industrial Areas**. Industrial uses would make up 26 percent of the Harbor Gateway CPA and 35 percent of the Wilmington-Harbor City CPA under the Proposed Plans. Industrial areas would remain scattered throughout the Harbor LA CPAs but are generally concentrated along Figueroa Street and where Interstates 405 and 110 intersect in the Harbor Gateway CPA, and the southern and eastern portions of the Wilmington-Harbor City CPA, adjacent to the Port of Los Angeles. Heavy trucking and rail operations significantly contribute to the visual character of the Wilmington-Harbor City CPA's industrial areas. Light industrial and hybrid industrial areas typically serve as transition zones between heavy industrial land and residential or commercial areas. These areas have the flexibility to accommodate a mix of uses such as commercial or light manufacturing uses, while prohibiting noxious uses. Certain hybrid industrial areas are intended to include limited live-work uses while accommodating job-generating manufacturing or light industrial uses that are compatible with neighboring sensitive uses. The different industrial forms in the Harbor LA CPAs are as follows:

  - *Hybrid Industrial***.** Hybrid Industrial areas are characterized by medium and low scale development with an industrial legacy. High-quality new construction and repurposed structures preserve productive activity and prioritize space for employment, including light industrial, new green industry, commercial, and vertically integrated businesses, with careful introduction of live-work and limited residential uses. The Hybrid Industrial areas make up three percent of the Harbor Gateway CPA and 3.1 percent of the Wilmington-Harbor City CPA, scattered throughout the Harbor LA CPAs.

  - *Light Industrial.* Light Industrial areas preserve and sustain industrial activity and serve as a jobs base. The building site layout typically varies to accommodate a range of industries. Uses include manufacturing, warehouse and distribution, research and development, office, and limited commercial. The Light Industrial designation does not allow residential uses. Light Industrial uses make up 11 percent of the Harbor Gateway CPA consisting of and LI of the Wilmington-Harbor

City CPA and consist of four percent of the Wilmington-Harbor City CPA, industrial uses are located throughout the Harbor LA CPAs and are not limited to any one area.

- *Production.* Production areas serve as a regional jobs base for a range of training skills and education levels. Buildings in these areas are flexible, high-quality structures that accommodate light assembly and manufacturing, clean technology, incubators, and research & development facilities. The large-format structures in flexible lot configurations balance goods movement, loading, and distribution needs with pedestrian-scaled design. Residential uses are not allowed. The Production areas make up 12 percent of the Harbor Gateway CPA, clustered between 190th Street and Del Amo Boulevard, and two percent of the Wilmington-Harbor City CPA, clustered in the southeastern portion of the CPA.

- *Industrial.* Industrial areas are centers of industrial activity and serve as a regional jobs base. Site layout and development in these areas are flexible to accommodate a range of vehicles, equipment, and industries. Uses include office, warehouse, distribution, heavy manufacturing, recycling and waste transfer, utilities, mining and oil refineries and production. The Industrial designation does not allow residential uses. There are no areas in the Harbor Gateway CPA designated as Industrial. The Industrial areas make up 26 percent of the Wilmington-Harbor City CPA, clustered in the eastern and southern portions of the CPA.

- **Open Space.** Open Space areas would continue to be parks, waterways, reservoirs, and nature reserves are intended for passive and active outdoor recreation, public gathering, and education under the Proposed Plans. These areas would continue to preserve scenic, cultural, or ecologically important areas. The Open Space designation does not allow residential uses. Open Space makes up two percent of the Harbor Gateway CPA, scattered throughout the CPA, and 17 percent of the Wilmington-Harbor City CPA, clustered in the southwestern portion of the CPA.

- **Public Facility.** Public Facilities areas would continue to serve as centers, promoting governmental, institutional, and cultural functions. These areas provide for the use and development of land typically owned by government agencies. Uses would include government offices, libraries, schools, and service systems. Housing is not typically associated with Public Facilities but may be permitted on a limited basis. The Public Facilities areas make up 14 percent of the Harbor Gateway CPA, and three percent of the Wilmington-Harbor City CPA.

Although the threshold of significance in Appendix G focuses on whether the Proposed Plans conflict with the applicable zoning in an urban environment, as the City is changing the applicable zoning with the Proposed Plans, the analysis in this impact area will analyze whether implementation of the Proposed Plans

would be expected to degrade the existing visual character or quality of public views of the Harbor LA CPAs and the surrounding areas.

Light and Glare

Light and glare impacts are typically associated with outdoor artificial light during the evening and nighttime hours. Glare may also be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective building cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. In this aesthetics discussion, light and glare impacts are assessed qualitatively based on anticipated future development as well as applicable City regulations pertaining to acceptable levels and sources of light and glare.

4.1.5 IMPACTS

Threshold 4.1-1 Would implementation of the Proposed Plans have a substantial adverse effect on a scenic vista?

This impact would be less than significant.

In general, the potential to impact panoramic views and landscapes (both natural and man-made) varies by the location and scale of development. Although panoramic views are often associated with open space areas, they can also be present in developed urban areas such as the Harbor LA CPAs. Implementation of the Proposed Plans and its associated land use and zoning changes could result in visual impacts by blocking or impeding views of significant landscape features, however views of these features from the public right-of-way would remain.

The Harbor LA CPAs are predominantly flat with nominal hills. Due to the density and relative heights of buildings and urban development throughout most of the CPAs, views are largely obstructed at the ground level. Intervening buildings, freeway overpasses, and street trees block most views to natural features or views of LA Harbor.

The Harbor Gateway CPA does not have areas with scenic vistas or views such as views of the harbor. Scenic views and vistas in the Wilmington-Harbor CPA include:

- Minimal views of the Harbor from the Wilmington Waterfront Park;
- Views of the Port of Los Angeles from various public rights-of-way (primarily north-south streets) and from the Wilmington Waterfront Park;

- A panoramic view of the harbor area visible from the eastern terminus of 264th Street in the Harbor Pines neighborhood, which is the only area of the Wilmington-Harbor City CPA on a hillside. This area is fully built out with single-family residences which obstruct views and there are no public areas other than the streets.

A substantial adverse effect on scenic vistas would occur if implementation of the Proposed Plans would result in the loss and/or significant obstruction of scenic views or change the character of the view that detracts from the view value. Loss or significant obstruction of scenic views would occur if the Proposed Plans introduced development that contrasts enough with the existing view so that it is permanently affected or if public access to the viewpoint is lost. The City does not consider impacts to views from private property and impacts to private views would not be an impact for the purposes of this analysis.[4]

The Proposed Plans would not result in a loss of scenic vistas. Most views from within the Harbor LA CPAs are framed by the existing street grid pattern, flat terrain, and urbanized built environment. The views from public areas and public streets are from a distance, generally align with the street grid, and may be framed by buildings and street trees. Much of the future development that would occur under the Proposed Plans would occur along designated corridors within existing built areas, not creating new obstructions but instead reinforcing existing view corridors. Some new buildings could impinge on existing views, but such impacts are expected within an urban environment and existing public scenic views and vistas are anticipated to be substantially maintained.

The following sections describe how the Proposed Plans would affect the scenic, or long-range, vistas identified above. The sections below are organized according to major categories of zone changes and General Plan amendments that would be enacted as part of the Proposed Plans.

Changes to Development Potential in the Harbor Gateway CPA

Re-designation of some properties on major corridors from Limited Manufacturing to Neighborhood Center. The Harbor Gateway Plan would increase the development potential along certain corridors in the CPA by changing some General Plan Designations to Neighborhood Center. The Harbor Gateway CPA would increase consistency with abutting parcels and increase the development potential in the Harbor Gateway CPA surrounding the corridors. For example, parcels near the southeast corner of Plaza del Amo and Figueroa Street are designated Limited Manufacturing and zoned MR1-1VL (restricted industrial zone). The Harbor Gateway CPA would change portions of corridors to mixed-use zones with zoning consistent with C2 (commercial) zoning of the existing LAMC Chapter 1, resulting in an increased intensity

4 CEQA case law has established that, in general, protection of public views is emphasized. For example: *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal. App. 4th 720, 734.

of allowable uses, increased allowable residential density, and the introduction of a height limit. The changes to the land use designation and associated zoning would allow floor area ratio (FAR) up to 1.5:1 and building height up to four stories in an area currently built with mostly one- to two-story buildings. Changes to massing, form, and height are expected to be incremental and gradual as it takes time for development projects to be proposed, approved, and financed. Because there are no identified scenic views or vistas within the Harbor Gateway CPA, scenic resources would not be impacted by the changes in development potential described above.

Opportunity Areas: Re-designation of some properties from Highway Oriented Commercial, Commercial Manufacturing, and Medium Residential to Village. The Harbor Gateway Plan would increase the development potential along certain corridors in the Harbor Gateway CPA by changing some General Plan Designations to Village. The Village land use designation would allow for walkable and spacious development patterns that would include historic and cultural designations. The Harbor Gateway Plan would increase the development potential in areas of the Harbor Gateway CPA surrounding the J (Silver) Line BRT. For example, parcels near the southwest corner of 120th Street and Figueroa Street, and along El Segundo Blvd., are designated Medium Residential and zoned R3-1 (multiple dwelling zone), Commercial Manufacturing and zoned CM-1 (commercial manufacturing zone) and Highway Oriented Commercial and zoned [Q]C2-1 and C2-1 (commercial zones). The Q Condition in [Q]C2-1 further limits the density to what is permitted in the R3 zone. The Village land use designation would allow portions of corridors in the Harbor Gateway CPA to become mixed-use zones that are consistent with the existing C2 zoning, resulting in an increased intensity of allowable uses, increased allowable residential density, and the introduction of a height limit. The changes to the land use designation and associated zoning would allow FAR up to 3:1 and building height up to five stories in an area that is currently built with mostly one- to two-story buildings. However, changes to massing, form, and height are expected to be incremental and gradual as it takes time for development projects to be proposed, approved, and financed. It should be noted, the changes are proposed for the transit centers, an area where increased density is encouraged. Furthermore, as discussed above, no scenic views or vistas are available within the Harbor Gateway CPA. Thus, implementation of the Proposed Plan would not result in an adverse impact on a scenic vista.

Re-designation of some properties from Commercial Manufacturing to Medium Neighborhood Residential. The Harbor Gateway Plan would increase the development potential along certain specific blocks in the Harbor Gateway CPA by changing some General Plan Designations to Medium Neighborhood Residential. For example, parcels near the northside of 228th Street are designated Commercial Manufacturing and zoned [Q]CM-1. The Q Condition in [Q]CM-1 further limits the density to what is permitted in industrial zones. The Proposed Plan would change the land use designations of these blocks to Medium Neighborhood Residential and allow mixed-use zones with zoning consistent with

limited commercial zoning that provides neighborhood services, resulting in a decreased intensity of allowable industrial uses, and increased allowable residential density, and introduction of a height limit. The changes to the land use designation and associated zoning would allow FAR up to 2:1 and building height up to four stories in an area that is currently built with mostly one- to two-story buildings. Changes to massing, form, and height are expected to be incremental and gradual as it takes time for development projects to be proposed, approved, and financed. Furthermore, no scenic views or vistas are available within the Harbor Gateway CPA therefore, implementation of these zoning changes and development standards would not result in an adverse change to a scenic vista.

Opportunity Areas: Re-designation of some properties from Light Manufacturing, Heavy Manufacturing, Limited Manufacturing, and Public Facilities to Regional Center. The Harbor Gateway Plan would increase the development potential on some properties in the Harbor Gateway CPA by changing some General Plan Designations to Regional Center. The Regional Center land use designation allows for regional commerce uses and would apply to areas located along transportation corridors. The Harbor Gateway Plan would increase the development potential in areas of the Harbor Gateway CPA surrounding the Rosecrans Transit Station and the Dominguez Flood Control Channel. For example, parcels along 190th Street and Vermont Avenue, and along the Dominguez Flood Control Channel, are designated Light Manufacturing, Heavy Manufacturing, Limited Manufacturing, and Public Facilities. Under the Regional Center land use designation, the Harbor Gateway Plan would change portions of corridors to mixed-use zones with zoning consistent with C2 zoning, resulting in an increased intensity of allowable uses, increased allowable residential density, and introduction of a height limit. The proposed base zoning regulations for this area would allow up to 4.5:1 FAR, which could generally result in buildings of up to seven stories in height. Density bonuses for qualifying projects may increase the allowable building height. This area is currently developed with low-scale industrial buildings, mid-rise office towers, and auto related uses for storage. However, as discussed above, there are no scenic views or vistas within the Harbor Gateway CPA. As such, with the implementation of these zoning changes development would not impact any scenic views or vistas.

Re-designation of some properties from Light Manufacturing, Heavy Manufacturing, Limited Manufacturing to Hybrid Industrial. The Harbor Gateway Plan would increase development potential in the Harbor Gateway CPA by changing some General Plan Designations to Hybrid Industrial. The Hybrid Industrial land use designation allows for medium and low scale industrial development as well as repurposed structures. The Hybrid Industrial land use prioritizes commercial and light industrial uses while simultaneously introducing live-work and limited residential uses. The Proposed Plan would increase the development potential in areas of the Harbor Gateway CPA surrounding the major intersections. For example, parcels near the northwest corner of Redondo Beach Blvd. and Vermont Ave,

are designated Limited Manufacturing and zoned M1-1VL (limited industrial zone). Other examples, include parcels near the intersections of El Segundo and Figueroa Street, are designated Light Manufacturing and zoned M2-1VL-O (light industrial zone). The Harbor Gateway Plan would change portions of corridors to mixed-use zones with zoning consistent with hybrid industrial (HI) zoning, resulting in an increased intensity of allowable uses, increased allowable residential density, and the introduction of a new height limit. The changes to the land use designation and associated zoning would allow FAR up to 2:1 and building height up to six stories in an area that is currently built with mostly one- to two-story buildings. Changes to massing, form, and height are expected to be incremental and gradual as it takes time for development projects to be proposed, approved, and financed. However, as discussed above, there are no scenic views or vistas within the Harbor Gateway CPA. As such, with the implementation of these land use changes development would not impact any scenic views or vistas.

Changes to Development Potential in the Wilmington-Harbor City CPA

Neighborhood-Serving Corridors: Land Use Re-designation of some properties from Low Residential, Low Medium Residential II, Medium Residential, Neighborhood Commercial, Neighborhood Office Commercial, and Limited Manufacturing to Neighborhood Center. The Wilmington-Harbor City Plan seeks to create neighborhood-serving corridors that may include an increase in development potential for some properties within the Wilmington-Harbor City CPA. The changes to the land use designation and associated zoning would allow FAR up to 1.5:1, which could result in buildings generally up to 45 feet or three stories in an area that is currently developed with a mix of one- and two-story residential and commercial uses. Generally, the areas that will see this type of change include: some properties on Normandie Avenue between Lomita Boulevard and Pacific Coast Highway; Belle Porte Avenue from Lomita Blvd to 257th Street; Pacific Coast Highway between Frigate Avenue and Eubank Avenue; Wilmington Boulevard between Pacific Coast Highway and West F Street; C Street between Figueroa Street to Mar Vista Avenue; and C Street and Neptune Avenue. The building form is characterized by pedestrian-scale commercial development. Generally, uses include a mix of residential and commercial uses, such as local businesses and services.

Many of these areas currently do not have views of the LA Harbor, waterfront, or Port of Los Angeles, or are perpendicular to the harbor with views accessible only from the street; therefore, future development on these properties would not obstruct prominent views of scenic vistas including the LA Harbor or Port of Los Angeles.

Opportunity Areas: Land Use Re-designation of major corridors from Community Commercial, Limited Industrial/ Limited Manufacturing to Community Center or Villages. The Wilmington-Harbor City Plan would increase the development potential along select major corridors within the Wilmington-Harbor City

CPA to provide opportunities for mixed-use projects that include new housing and commercial/retail services. Increased development potential means that the zoning or the designations of a parcel would change such that higher intensity use is allowed; for instance, a wider range of uses, higher residential densities, higher FAR, or taller height limitations represent increased development potential. A redesignation does not mean that the higher intensity will occur, just that it would be allowable.

The Wilmington-Harbor City Plan would increase the development potential along Pacific Coast Highway between Western Avenue to the Interstate 110 Freeway. Properties located in this area would allow additional housing to be constructed at a higher FAR and residential density through a tiered incentive system. This area is proposed to have a nomenclature change from Community Commercial to Community Center that allows for the existing zones; in addition, the development regulations will range from a base of 1.5:1 FAR with a 45-foot or three-story height limit to a bonus of up to 4:1 FAR with a five to seven story height limit for projects that include community benefits. Community Centers are envisioned to be vibrant places of activity typically located along major commercial corridors or in concentrated nodes that are served by public transit. These areas do not have views of the LA Harbor, waterfront, or Port of Los Angeles, therefore new development at the allowed intensities would not obstruct any views of the LA Harbor, waterfront, or Port of Los Angeles. The range of permitted uses may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses.

The Wilmington-Harbor City Plan would also increase the development potential along Avalon Boulevard between Opp Street and Harry Bridges Boulevard. Properties located in this area would allow additional housing to be developed at a higher FAR and residential density through a tiered incentive system. This area is proposed to go from Community Commercial, Limited Industrial or Limited Manufacturing to a Villages Land Use designation with development regulations ranging from a base of 1.5:1 FAR with a 45-foot or three-story height limit to a bonus of up to 4:1 FAR with a five- to seven-story height limit for mixed-use projects that provide community benefits. Villages are characterized by walkable, fine-grained and porous development patterns that serve as historic and cultural designations. They are envisioned to include retail uses on the ground floors of active streets and alleys in order to provide a lively and safe pedestrian atmosphere. Villages allow a range of housing types for all incomes and family sizes that are integrated with commercial uses such as restaurants, retail, services, and small professional offices to create complete neighborhoods. Adaptive reuse of historic buildings and infill development is encouraged to be responsive to the historic and cultural legacy of these areas. Avalon Boulevard is perpendicular to the LA Harbor and has limited views of the Port of Los Angeles and waterfront from the public right-of-way, generally from Anaheim Street traveling southbound. Additionally, the Form District being applied to this segment of Avalon Boulevard includes a step-back (terracing) requirement for upper stories to maintain an open view of the harbor. As such, future development of the properties along the Avalon Corridor would

not obstruct views of the Port of Los Angeles or waterfront and impacts to scenic views and vistas would be maintained.

Minimal Change and Nomenclature Changes

The Proposed Plans include minimal and nomenclature changes that would result in changes to the zones within the Harbor LA CPAs to reflect as-built conditions and to reflect existing development patterns. These proposed changes do not substantially change residential density or increase height or FAR regulations. In many instances, zone changes or General Plan amendments are the result of a nomenclature change and will not substantially change development regulations and would have no impact on scenic views or vistas.

Residential Alignment Areas. Areas where the land use and zoning will change to reflect as-built conditions. This occurs primarily in areas zoned for low density residential (single-family and duplex) where a majority of properties have existing multi-unit housing. In a few areas, the proposed zoning and land use will reflect the embedded services (e.g., small neighborhood stores and churches) that currently exist within residential neighborhoods.

Equivalent Zones: Areas where new zoning will be applied that generally maintain (and in some cases reduce and/or add) the current density and intensity allowed. New form, frontage and development standards and revised use regulations may also be applied. These areas may include nomenclature updates to General Plan Land Use designations. An example of a nomenclature update is Neighborhood Commercial being renamed as Neighborhood Center.

Administrative Changes: Administrative changes are proposed where inconsistencies between the existing use of land, General Plan Land Use designation, and/or zoning currently occur. These areas may include nomenclature updates to General Plan Land Use designations. An example of an Administrative Change is the correction of the land use designation and zoning (to Public Facilities) of the Harry Bridges Span School which is currently designated and zoned as commercial and residential.

Although physical change would likely occur and could change views in some areas of the Harbor LA CPAs, specifically within the Wilmington-Harbor City CPA, development that would occur in the Harbor LA CPAs under the Proposed Plans would be limited to specific corridors and the Plans would preserve existing views and vistas, to the extent they exist, into and out of the Harbor LA CPAs at a reasonable level. In addition, many of the vistas are from existing public streets which would be largely unaffected by the land use and zoning changes associated with the Proposed Plans. The implementation of the Proposed Plans would be consistent with current City policy which does not preserve views from private property. Impacts to scenic vistas would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.1-2 **Would the Proposed Plans substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

No impact would occur.

There are two state designated highways located within the City of Los Angeles, however they are far outside of the Harbor LA CPAs. A portion of State Route 27 (Topanga Canyon State Scenic Highway) through the western portion of the City within the Palisades Highlands community is the only State designated highway in the City, more than 25 miles away from the Harbor LA CPAs. A portion of the Arroyo Seco Parkway through the northeastern portion of the City, outside of the Harbor LA CPAs, is a National Civil Engineering Landmark, a National Scenic Byway, and one of two California Historic Parkways. There are no State designated scenic highways within the Harbor LA CPAs.[5] Therefore, ***no impact*** would occur.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No impact.

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5 Caltrans State Scenic Highway System Map. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed August 31, 2022.

Threshold 4.1-3 **If the Proposed Plans are in an urbanized area, would the Proposed Plans conflict with applicable zoning and other regulations governing scenic quality, or where it proposes to change the applicable zoning and other regulations governing scenic quality would it degrade the visual character of the CPAs and its surrounding area?**

This impact would be less than significant.

Reasonably anticipated development from the Proposed Plans would involve increased building heights, FAR, and development intensities in combination with design standards (i.e., form and frontage) and would provide a greater mix of uses in the Harbor LA CPAs through new General Plan designations and associated zoning regulations that are intended to foster a greater mix of uses in the CPAs. Where the Proposed Plans propose no changes in zoning regulations and standards, no impact is foreseeable as anticipated development in those areas would occur in an urbanized area and be required to comply with the zoning standards. In areas where the Proposed Plans propose changes in zoning regulations or standards, an impact could occur if the changes will result in development that degrades the visual character. However, while the proposed General Plan designations and associated zoning may allow for a change in the existing visual character, development patterns would focus future development around employment centers and transit served areas. The sections below are organized according to major categories of zone changes and General Plan amendments that would be enacted as part of the Proposed Plans, and changes in the development potential. An overview of the foreseeable visual character of the Harbor LA CPAs under the Proposed Plans is provided.

As discussed previously, there are a limited number of natural features of note in the Harbor LA CPAs. The area is mostly flat, densely populated, and heavily developed. The largest natural resources in the Harbor LA CPAs include Roosevelt Memorial Park, Ken Malloy Harbor Regional Park, and the Harbor Park Golf Course. There are several other smaller public parks in the CPAs, as well as a habitat restoration area.

During the lifetime of the Proposed Plans, new or expansion of recreational uses could occur in public parks. Additionally, the access to the Dominguez Channel and bike path would be improved by incorporating open space, such as plazas, courtyards, patios, decks, pocket parks, viewing decks, and terraces into designs of the sites. Thus, development that could occur during the lifetime of the Proposed Plans could improve the existing visual character of natural features within or near the CPAs.

The existing visual character of urban or built features in the Harbor LA CPAs are predominately single-family residential, but is varied in terms of building ages, uses, heights, and massing. Infill development

projects have been built or are planned near prominent structures in the CPAs. Under the Proposed Plans, more infill projects with a variety of architectural styles, massing and heights would be expected to be built over time. As a result, it is expected that new infill projects would occur in selected areas of the areas identified for increased development potential under the Proposed Plans.

Development could increase and the visual character of residential and commercial neighborhoods could change as the density of land use will increase around transit stations and along select corridors. As the Proposed Plans seek to accommodate new housing and commercial development in particular nodes and along commercial corridors and near transit stations, these areas could experience a change in visual character. The proposed land use and zoning changes in areas surrounding Harbor Gateway Transit Center and along select corridors would result in buildings that are taller and denser in terms of the number of residential units and commercial square footage.

Residential Neighborhoods and Commercial Corridors

The Proposed Plans aim to preserve existing neighborhood character by directing growth away from low-scale residential neighborhoods and towards the regional center and commercial corridors served by transit. The Proposed Plans' policies also seek to preserve and enhance the distinct character, scale, and integrity of the existing residential neighborhoods.

The residential neighborhoods will be zoned with Housing Frontage or Multi-Unit Frontage Districts that influence how buildings appear from the street level. Housing Frontage regulations control the location of vehicular access and require planted front yards with flexible provisions for privacy through setbacks and privacy screens. Multi-Unit Frontages will be applied to medium density residential areas. They require higher ground floor elevations, relatively low transparency, and frequent entrance spacing. This allows for greater privacy for ground floor tenants while activating the public realm with pedestrian activity and visual interest.

The Wilmington-Harbor City CPA contains several community centers and corridors that serve the local community, many of which have enduring character as unique pedestrian environments. The Wilmington-Harbor City Plan aims to revitalize commercial corridors that are currently underutilized, to provide essential goods and services to community residents. The Wilmington-Harbor City Plan encourages the revitalization of mixed-use commercial corridors and concentrates additional housing opportunities along commercial corridors that are well served by transit. The Wilmington-Harbor City Plan encourages mixed-use development that combines multi-family residential units with commercial ground floor spaces designed to accommodate small and mid-sized tenants and enhance the pedestrian experience along the

street. The Wilmington-Harbor City Plan policies also support adequate transitions between new development along the corridor and adjacent lower-scale residential areas.

Commercial areas within the Harbor LA CPAs will be zoned with General Frontages, Shopfront Frontages, Market Frontages, or Large Format Frontages. General Frontages require moderate to high build-to widths while allowing more generous pedestrian amenity modifications to the build-to range. These frontage districts have a moderate transparency requirement with flexible entrance spacing standards to ensure a high-quality pedestrian environment while flexibly accommodating a wide range of ground floor uses. The Shopfront Frontages require high build-to widths, high levels of transparency, frequent entrance spacing and ground floor elevations at or near sidewalk grade. This promotes a legible street wall and activates the public realm with pedestrian activity and visual interest. The at-grade ground floor elevation allows for an increased connection between the interior uses and the pedestrian space. Shopfront Frontages are often paired with use districts that promote active ground floor uses. The Market Frontages require high build-to widths and frequent entrances integrated as market stalls and shopfront bays. These entry feature options, paired with frequent entry spacing, activate the public realm with pedestrian activity and visual interest in areas where market stalls are the dominant pattern. Market Frontages are typically paired with use districts that promote active uses on the ground floor. The Large Format Frontages require moderate build-to widths and infrequent entrance spacing. These frontage districts are designed to accommodate large tenants and controlled access in a manner that promotes a walkable street edge. Large Format Frontages are well suited to a variety of uses such as office campuses, research institutions and grocery stores.

Growth will be directed towards regional centers and select commercial corridors. The re-designation of land uses is intended to focus new development into these key nodes and corridors within the Harbor LA CPAs. Higher intensity development would be allowed in key nodes and along sections of major corridors near transit. Certain areas would have a higher FAR and could see new development with higher buildings and mixed-use development. The general physical changes that could occur under the Proposed Plans have the potential to change the visual character of portions of the Harbor LA CPAs. In particular, development potential would be increased to allow taller buildings and a more urban character primarily along the nodes and corridors where land use and zoning changes would permit such development.

Industrial Designated Areas

Plan policies support the preservation of established industrial districts to promote a jobs/housing balance and help ensure appropriately located land suitable to accommodate existing, new, and relocating industrial firms, including small-scale or niche manufacturing and emerging industries. Additionally, Plan policies address the compatibility of uses and the design of projects to minimize potential impacts, ensure

adequate screening and landscaping and promote high quality architectural character. Light Industrial and Hybrid Industrial areas typically serve as transition zones between Heavy Industrial land and Residential or Commercial areas. These areas have the flexibility to accommodate a mix of uses such as commercial or light manufacturing uses, while prohibiting noxious uses. Certain Hybrid Industrial areas are intended to include limited live-work uses while accommodating job-generating manufacturing or light industrial uses that are compatible with neighboring sensitive use.

Industrial transition zones will be located in Hybrid Industrial areas, Light Industrial areas, Medium Neighborhood Residential. Industrial areas would be subject to Warehouse Frontages, General Frontages, or Dual Frontages. The Warehouse Frontages have few standards and allow for a high level of flexibility. These frontage districts are designed for freight service. Warehouse Frontages are often paired with production-style uses where pedestrian friendly environments are not a priority. The Dual Frontages are required to address primary, side, and special frontage lot lines. This allows for activation of the frontage lot line with increased standards. These frontage districts are paired with a wide variety of use districts.

The proposed changes to lower intensity industrial is not anticipated to have a significant effect on the visual character or quality of the industrial properties in this area but may indirectly protect the visual character and quality of the surrounding environment by discouraging new hazardous or toxic heavy industrial uses from locating next to existing housing developments in the area.

It is anticipated that the general visual character of areas with these land use designations would be improved by reasonably anticipated development from the Proposed Plans due to the addition of design standards to improve visual quality and requirements for more public green space.

Visual Quality. The prevailing visual quality of the Harbor LA CPAs is similar to what is typically found in highly urbanized areas. Single-family housing accounts for a large percentage of the residential land uses with industrial areas and a smaller commercial presence. There are several open spaces, including the Ken Malloy Harbor Regional Park, which provides an open vista from within the park and on the adjacent streets. However, as discussed above, the Proposed Plans direct future growth to areas that are well served by public transit and infrastructure. For this reason, the Proposed Plans accommodate higher densities and more infill development in areas surrounding select commercial corridors. Growth will be focused on opportunity areas primarily at the Harbor Gateway Regional Center, along Figueroa Street, Gardena Boulevard, Avalon Boulevard, and along the Pacific Coast Highway. Moderate increases are proposed along Vermont Avenue north of the Ken Malloy Harbor Regional Park.

Gardena Boulevard. The Proposed Plans would re-designate multiple parcels adjacent to Gardena Boulevard to Village land use. The Village land use designation would allow for retail, commercial, and

residential uses to be continued within the major corridor. As stated above, changes to the Village land use designation and associated zoning would allow FAR up to 3:1 and building height up to five stories in an area that is currently built with mostly one- to two-story buildings. Notwithstanding, future development along Gardena Boulevard would be subject to compliance with zoning regulations for building mass and width, articulation, building entrances, entry features and transparencies, and in certain areas specific allowable building materials intended to ensure infill development is compatible with the building character of these areas. Additionally, the Village land use designation would allow for reuse of historic buildings and infill development to address the historic and cultural legacy of Gardena Boulevard. Continued uses within the corridor would be preserved, and the Proposed Plans would preserve the visual and historical character of the corridor.

Avalon Boulevard/Downtown Wilmington Commercial Center. Under the Proposed Plans, parcels adjacent to Avalon Boulevard, between Lomita Boulevard and M Street, would be designated as Neighborhood Center. This land use is intended to allow for neighborhood commercial uses and preserve local businesses. The Neighborhood Center use would allow for the current uses within the Downtown Wilmington commercial center to be preserved. Between Sepulveda Boulevard and Harry Bridges Boulevard, parcels adjacent to the corridor would be redesignated as Village land uses. The Village land use designation would allow for retail and commercial uses to be continued within the major corridor and provide opportunities for mixed-use developments. Future development along Avalon Boulevard would be subject to compliance with zoning regulations for building mass and width, articulation, building entrances, entry features and transparencies, and in certain areas specific allowable building materials intended to ensure infill development is compatible with the building character of these areas. Similar to Gardena Boulevard, reuse of historic buildings and infill development would be allowed to address the historic and cultural legacy. Continued uses within the corridor would be preserved, and the Proposed Plans would preserve the visual and historical character of the corridor.

Historic Properties and Structures. As discussed in **Section 4.4**, **Cultural Resources**, there are no historical resources that are proposed for removal or alteration under the Proposed Plans. The City's Cultural Heritage Ordinance cannot prevent identified historical structures from being demolished. However, implementation of the Proposed Plans incorporates policies and design standards that would assist in further protecting the integrity and the historical character of places and areas. Thus, the visual character and aesthetic quality of historic properties and structures within the Harbor LA CPAs would be preserved.

In general, the Proposed Plans would include building design regulations to address factors that influence the visual character in the Harbor LA CPAs including building orientation, building scale, height and massing, parking, building façade/frontage, and landscaping. Specifically, form and frontage districts would set limits for building height, step-backs, and massing, across the land use designations to help

provide cohesive height and bulk transitions across future structures within the Harbor LA CPAs. This would be particularly emphasized in historically sensitive areas to minimize potential adverse effects to the existing scale and built character.

Conclusion

Reasonably anticipated development from the Proposed Plans, as directed by the proposed General Plan designation and zoning changes, would not result in significant changes to the visual character of the CPAs. Future development from the Proposed Plans would increase the height, scale, and density of buildings and other structures in the Harbor LA CPAs. Such changes would represent a change in the visual character of some areas, especially areas designated as Regional Center in the Harbor Gateway CPA. However, future development would likely benefit and improve the visual character and quality in some of these areas, as new development would be designed with contextual form and frontage regulations to be compatible with existing visual character. While the Proposed Plans would result in increases in density in some locations, these areas are where the State, region and City are encouraging growth and where such development is desirable. While these changes would change the visual character of these areas, such changes are consistent with the overall urban character of the Harbor LA CPAs and City; therefore, impacts would be ***less than significant,*** and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.1-4 Would the Proposed Plans create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

This impact would be less than significant.

Lighting. A high level of ambient nighttime light is common to urbanized areas of the City of Los Angles. In the residential areas of the Harbor LA CPAs, nighttime artificial lighting sources include pedestrian-scaled streetlights, security and decorative wall lighting at residential homes, vehicle headlights, and interior building illumination. Existing sources of nighttime lighting along commercial corridors and industrial areas of the Harbor LA CPAs include street, security, and wayfinding outdoor lighting, vehicle

headlights, and interior building illumination. This relatively high level of ambient light currently reduces the visibility of the nighttime sky. Reasonably anticipated development from the Proposed Plans would allow for increased development density, intensity, and building heights in targeted areas of the Harbor LA CPAs, such as corridors that are envisioned as mixed-use corridors. While increased illumination is anticipated from sidewalk lighting, and from commercial, residential, and industrial windows in mixed-use and single-use stand-alone projects, these increases would be modest and incremental.

The LAMC contains specific regulations with respect to lighting. LAMC Section 12.21 A.5(k) (amended by Ordinance No. 171,858), which will be incorporated as part of the New Zoning Code, states that all lights used to illuminate parking areas shall be designed, located, and arranged so as to reflect the light away from any street and any adjacent premises. Additionally, any new lighting would be designed to conform to applicable standards including LAMC Sections 93.0117 and 12.21 A.5(k), which pertains to outdoor lighting affecting residential property (no more than two foot-candles of lighting intensity from a light source is allowed on adjacent residential property). All new development would be required to be consistent with these LAMC regulations to reduce impacts from light. In addition, General Plan Framework Policies 5.5.3, 5.5.4, and 5.8.1 call for the formulation of building and site design standards, determination of appropriate urban design elements, and lighting commensurate with intended nighttime use. In addition, the Proposed Plans includes application of the new Development Standards (Article 4 of the New Zoning Code), which includes regulations pertaining to site lighting that would regulate the amount of illumination for different uses to minimize light trespass and to ensure that the appropriate type and amount of lighting is used. Compliance with these standards would ensure that light impacts of future development occurring under the Proposed Plans would be ***less than significant***.

Glare. Glare is a common phenomenon in the City of Los Angeles including the Harbor LA CPAs primarily due to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region. Most existing structures within the Harbor LA CPAs are composed of non-reflective materials such as concrete, wood, stucco, and plaster. Few structures have mostly glass façades. Reasonably anticipated development from the Proposed Plans would be generally consistent with the level of reflective surfaces on existing development and would comply with LAMC Chapter 9, Article 3, Section 93.0117 of the LAMC and Chapter 9, Article 1, Section 91.6205M, for light and glare affecting residential uses. These standards prohibit the use of highly reflective or deeply tinted glass. In addition, the new Development Standards (Article 4 of the New Zoning Code) include standards to reduce glare by prohibiting the use of materials that typically create high levels of glare and generate excessive heat. Adherence to applicable standards on all new development under the Proposed Plans would reduce glare impacts to ***less than significant***.

Shadow. Shadow effects already exist in the Plan Areas, especially in areas with taller buildings. The average building heights and associated shadows would increase in the Harbor LA CPAs due to the higher permitted FAR and height in select areas. This increased building height and intensity would increase the number and length of shadows generated by buildings; however, this would not adversely affect the existing visual character of the area because shade effects are typical in an urban environment. The increased shade effects may also be considered beneficial, particularly during warmer seasons and sunny days, by providing cover and cooling effects during high heat days. Sunny weather conditions are not limited to a specific period within the calendar year in Southern California, and there would be ample opportunities for individuals to enjoy the sun. Additionally, shade effects could make an urban environment more pedestrian friendly. Thus, the potential increase in shade and shadows are not expected to substantially degrade the existing visual character or quality of the Harbor LA CPAs and impacts would be ***less than significant***.

Mitigation Measure

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.1.6 CUMULATIVE IMPACTS

The geographic context for cumulative analysis of aesthetic impacts is generally localized to the immediate vicinity of the Harbor LA CPAs. For this analysis, the geographic context for cumulative impacts on scenic views and vistas in the Harbor LA CPAs include the geographic area within and outside the CPAs that would have views of and across the Harbor LA CPAs. The geographic context for cumulative impacts on visual character, scenic resources, lighting, and glare would be outside the geographic context of the Harbor LA CPAs. The cumulative analysis accounts for reasonably foreseeable cumulative growth including growth from approved projects that are not yet built from other community plans, the Los Angeles County General Plan and the 2020 RTP/SCS.

Scenic Vistas. The Harbor LA CPAs are bordered by the South Los Angeles CPA to the north, the San Pedro CPA and Port of Los Angeles to the south, and various other jurisdictions to the east and west. Major freeways include I-110, SR-91, I-405, SR-103, and the Pacific Coast Highway. The major east-west thoroughfares in the Harbor Gateway CPA are (from north to south): 120th Street, El Segundo Boulevard, 135th Street, Redondo Beach Boulevard, Alondra Boulevard, Frontage Road/162nd Street, Victoria Street/190th Street, Del Amo Boulevard, Torrance Boulevard, Carson Street, 223rd Street, 228th Street, and

Sepulveda Boulevard. The major north-south arteries within the Harbor Gateway CPA are (from west to east): Normandie Avenue and Vermont Avenue.

The major east-west thoroughfares crossing the Wilmington-Harbor City CPA are (from north to south): Sepulveda Boulevard, Lomita Boulevard, Pacific Coast Highway, Anaheim Street, and Harry Bridges Boulevard. The major north-south arteries within the Wilmington-Harbor City CPA are (from west to east): Western Avenue, Normandie Avenue, Vermont Avenue, Figueroa Street, Wilmington Boulevard, Avalon Boulevard, and Alameda Street.

These throughfares serve as public vantage points and provide views of the Harbor LA CPAs and the Palos Verde Hills. Future developments along commercial corridors in adjacent communities and cities outside of the Harbor LA CPAs, whether they are mid-rise or high-rise developments, could change the views from these public vantage points. The Proposed Plans are not anticipated to have a cumulative impact on short-range views from these public vantage points. While the Proposed Plans would allow greater building heights than what currently exist in certain areas, the scenic vistas available from these public vantage points generally align with the existing street grid and while these views may be impinged upon, they would not be substantially obstructed or significantly changed by taller structures within the Harbor LA CPAs. Therefore, the Proposed Plans' cumulative impact on scenic vistas would be ***less than significant*** and would not be cumulatively considerable.

Visual Character. The existing visual character of the geographic area is urban. Impacts on visual character would be generally limited to the community in which the new development would be located and immediately adjacent areas. Within the CPAs, a number of projects were approved in recent years and are expected to be built, in combination with future development under the Proposed Plans during the lifetime of the Proposed Plans. Impacts from such development are generally described above as impacts of the Proposed Plans.

Future development associated with the Proposed Plans would primarily affect the visual character within the Harbor LA CPAs. New development in adjacent communities that are located in the immediate vicinity of the Harbor LA CPAs' boundaries could potentially change the visual character of that area. However, the effects would be localized, and the Proposed Plans do not propose changes that would cause new development along the Harbor LA CPAs' boundaries to significantly vary in height, massing, and scale when compared to the existing uses in these areas. Thus, new development along and near the Harbor LA CPAs' boundaries is expected to be consistent with the visual character of the surrounding area.

The Harbor LA CPAs have no state- or City- designated scenic highways in the CPAs or vicinity; the Proposed Plans would have no impact on state- or City-designated scenic highways. The existing visual

character of the Harbor LA CPAs and its adjacent communities is varied in terms of building ages, uses, heights, and massing. While individual buildings may be impacted, future development is not expected to substantially degrade this varied visual character. In summary, the Proposed Plans' impact on visual character would be ***less than significant*** and would not be cumulatively considerable.

Light and Glare. Development of cumulative projects in the Harbor LA CPAs and adjacent areas (City of Los Angeles, City of Carson, City of Lomita, Rancho Palos Verdes, City of Long Beach, City of Torrance, City of Gardena, and unincorporated Los Angeles County) could incrementally increase ambient nighttime lighting in this cumulative geographic area. The LAMC contains specific regulations with. LAMC Section 12.21 A.5(k) states that all lights used to illuminate a parking area shall be designed, located and arranged so as to reflect the light away from any street and any adjacent premises. Additionally, the Code or ordinances of adjacent communities require lighting of development to be directed away from surrounding properties and public rights-of-way. Any new lighting within the Harbor LA CPAs, adjacent CPAs, and adjacent cities would be designed to conform to applicable lighting standards contained within the respective jurisdictional codes. With respect to glare, new development outside of the Harbor LA CPAs is likely to use building materials that are consistent with the building materials that are commonly used in that community or city. Although future development would increase the shadow length that is generated by buildings; this increase would not adversely affect the existing visual character of the area. In summary, the Proposed Plans' impact on light and glare would be ***less than significant*** and would not be cumulatively considerable.

4.1.7. REFERENCES

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4.2 AIR QUALITY

INTRODUCTION

This section examines the degree to which the Harbor LA Community Plans Update, which includes the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans" may result in significant adverse changes to air quality. Both short-term construction emissions occurring from activities, such as grading and haul truck trips, and long-term effects related to the ongoing operation of individual development projects within the Harbor LA Community Plans Areas (CPAs) are discussed in this section. The analysis focuses on air pollution from two perspectives: daily emissions and pollutant concentrations. "Emissions" refer to the actual quantity of pollutant measured in pounds per day (ppd or lbs/day). "Concentrations" refer to the amount of pollutant material per volumetric unit of air and are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu g/m^3$).

Also discussed in this section is the potential for the Proposed Plans to conflict with or obstruct implementation of the applicable air quality plan, to violate an air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment, or to expose sensitive receptors to substantial pollutant concentrations. Air quality data utilized in the preparation of this section is included in **Appendix 4.2, Air Quality Data,** of this EIR.

4.2.1 EXISTING ENVIRONMENTAL SETTING

Air Pollutants

Los Angeles is located in the South Coast Air Basin (SCAB or Basin), named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The climate within the Basin varies considerably between the coastal zone, inland valleys, mountain areas, and deserts. Most of the Basin is relatively arid, with very little rainfall and abundant sunshine during the summer months. The air quality in the SCAB is primarily influenced by a wide range of emissions sources (such as dense population centers, heavy vehicular traffic, and industry) and weather.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific Ocean, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The SCAB experiences warm summers, mild winters, infrequent rainfall, light winds, and moderate humidity. This usually mild

climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The SCAB is a coastal plain with connecting broad valleys and low hills bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter.

The Basin experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific high. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in mid to late afternoons on hot summer days. Winter inversions frequently break by midmorning.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino counties. In the winter, the greatest pollution problem is the accumulation of carbon monoxide (CO) and nitrogen oxides (NO_X) due to low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and the brighter sunshine combine to cause a reaction between hydrocarbons and NO_X to form photochemical smog.

Air pollutant emissions in the SCAB are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point sources and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples of point sources are boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products, such as barbeque lighter fluid and hair spray. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, race cars, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both the federal and state governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health and welfare. These pollutants are referred to as "criteria air pollutants" as a result of the specific standards or criteria that have been adopted for them. Federal and state ambient air quality standards (AAQS) have been set at levels considered safe

to protect public health, including the health of "sensitive" populations, such as asthmatics, children, and the elderly with a margin of safety; and to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

Criteria Air Pollutants

The federal Clean Air Act (CAA) requires the United States Environmental Protection Agency (U.S. EPA) to set National Ambient Air Quality Standards (NAAQS) for maximum allowable concentrations of six "criteria" pollutants in outdoor air. The six pollutants are carbon monoxide (CO), lead (Pb), ground-level ozone (O_3), nitrogen dioxide (NO_2), particulate matter (respirable particulate matter [PM10] and fine particulate matter [PM2.5]), and sulfur dioxide (SO_2). The standards are set at a level that protects public health with an adequate margin of safety for six common air pollutants (also known as "criteria air pollutants"). In addition, toxic air contaminants (TACs) are a concern in the SCAB. The characteristics of each of these pollutants are briefly described below.

Ozone (O_3). Ozone is a highly reactive and unstable gas that is formed when reactive organic gases (ROG), sometimes referred to as volatile organic compounds (VOCs), and nitrogen oxides (NO_x), byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue and some immunological changes.

Carbon Monoxide (CO). Carbon monoxide is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. In urban areas, such as the within the Plan Area, automobile exhaust accounts for the majority of CO emissions. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O3, motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide (NO_2). Nitrogen dioxide is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of NO_x compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in

heavy traffic areas, such as urban areas like the Harbor LA CPAs, may be exposed to higher concentrations of NO_2 than those indicated by regional monitors.

Fine and Respirable Particulate Matter (PM10 and PM2.5). Respirable and fine particulate matter, PM10 and PM2.5, consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas like the Harbor LA CPAs, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

Sulfur Dioxide (SO_2). Sulfur dioxide is a colorless, pungent gas formed primarily by the combustion of high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_x). Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels.

Lead (Pb). Lead occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne Pb in the SCAB. The use of leaded gasoline is no longer permitted for on road motor vehicles, so the majority of such combustion emissions are associated with off-road vehicles. However, because leaded gasoline was emitted in large amounts from vehicles when leaded gasoline was used for on road motor vehicles, Pb is present in many urban soils and can be re-suspended in the air. Other sources of Pb include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and the use of secondary lead smelters.

Pb is also found in lead-based paint, which is considered to be a health hazard for people, especially children. From the turn of the century through the 1940s, paint manufacturers used lead as a primary ingredient in many oil-based paints. Use of lead in paint decreased but was still used until 1978, when it was banned from residential use. Remodeling, renovations, or demolition activities in older buildings could disturb lead-based paint surfaces.

Toxic Air Contaminants (TACs). TACs refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. TACs are different from criteria pollutants in that ambient

air quality standards have not been established for them, largely because there are hundreds of TACs and their effects on health tend to be felt on a local scale rather than on a regional basis.

Health Effects of Criteria Air Pollutants

The health effects of criteria pollutants (i.e., O_3, CO, PM10 and PM2.5, NO_2, SO_2, and Pb) are described below. The harmful effects of each criteria pollutant are summarized in **Table 4.2-1, Summary of Health Effects of Criteria Pollutants,** and are further discussed in the *Public Health Effects and Sierra Club v. County of Fresno* White Paper. As discussed above, NAAQS for criteria pollutants are set at a level that protects public health with an adequate margin of safety. **Section 4.2.3** summarizes how often criteria pollutants exceed NAAQS in the Harbor LA CPAs in recent years.

Table 4.2-1
Summary of Health Effects of Criteria Pollutants

Pollutant	General Description
O3	• Aggravation of respiratory and cardiovascular diseases • Reduced lung function • Increased cough and chest discomfort
CO	• Aggravation of some heart diseases (angina) • Reduced tolerance for exercise • Impairment of mental function • Impairment of fetal development • Death at high levels of exposure
NO_2	• Aggravation of respiratory illness
PM10 and PM2.5	• Reduced lung function • Aggravation of respiratory and cardio-respiratory diseases • Increases in mortality rate • Reduced lung function growth in children
SO_2	• Aggravation of respiratory diseases (asthma, emphysema) • Reduced lung function
Pb	• Behavioral and hearing disabilities in children • Nervous system impairment

Source: South Coast Air Quality Management District, Guidance Document for Air Quality Issues in General Plans and Local Planning, Appendix I, 2005.

Ozone. Individual exercising outdoors, children and people with preexisting lung diseases such as asthma and chronic pulmonary lung disease are considered to be the most susceptible sub-groups for ozone effects. Short-term exposures (lasting for a few hours) to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An

increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities.

Ozone exposure under exercising conditions is known to increase the severity of the observed responses mentioned above. Animal studies suggest that exposure to a combination of pollutants that include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide. Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

Reduction in birth weight and impaired neurobehavioral development has been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities. Additional research is needed to confirm these results.

Nitrogen Dioxide. Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy individuals. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune

response. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of O_3 and NO_2.

Particulate Matter. A consistent correlation between elevated ambient respirable and fine particulate matter (PM10 and PM2.5) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life span, and increased mortality from lung cancer.

Daily fluctuations in fine particulate matter concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children and to increased medication use in children and adults with asthma. Studies show that lung function growth in children is reduced with long-term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of PM10 and PM2.5.

Sulfur Dioxide. A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics. Increased resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed in asthmatics after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.

Sulfates. Most health effects associated with fine particles and SO_2 at ambient levels are also associated with SO_4. Thus, both mortality and morbidity effects have been observed with an increase in ambient SO_4 concentrations. However, efforts to separate the effects of SO_4 from the effects of other pollutants have generally not been successful.

Clinical studies of asthmatics exposed to sulfuric acid suggest that adolescent asthmatics are possibly a subgroup susceptible to acid aerosol exposure. Animal studies suggest that acidic particles, such as sulfuric acid aerosol and ammonium bisulfate, are more toxic than non-acidic particles like ammonium sulfate. Whether the effects are attributable to acidity or to particles remains unresolved.

Lead. Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence levels. In adults, increased lead levels are associated with increased blood pressure. Lead poisoning can cause anemia, lethargy, seizures and death. It appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early-age environmental exposure, and elevated blood lead levels can occur due to the breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue).

Toxic Air Contaminants. TACs are a broad class of compounds known to cause or contribute to cancer or non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. As discussed previously, effects from TACs may be both chronic and acute on human health. Acute health effects are attributable to sudden exposure to high quantities of air toxins. These effects include nausea, skin irritation, respiratory illness, and, in some cases, death. Chronic health effects result from low-dose, long-term exposure from routine releases of air toxics. The effect of major concern for this type of exposure is cancer, which requires a period of 10 to 30 years after exposure to develop.

TACs are found in ambient air, especially in urban areas, and are emitted by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., benzene near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs (based on the state-wide average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the federal Hazardous Air Pollutants programs. The U.S. EPA has adopted Ultra Low Sulfur Diesel (ULSD) fuel standards that went into effect in June 2006 in an effort to reduce diesel particulate matter substantially. As of June 1, 2006, refiners and importers nation-wide have been required by the U.S. EPA to ensure that at least 80 percent

of the volume of the highway diesel fuel they produce, or import would be ULSD-compliant. As of December 10, 2010, only ULSD fuel was available for highway use nation-wide. In California, which was an early adopter of ULSD fuel and engine technologies, 100 percent of the diesel fuel sold – downstream from refineries, up to and including fuel terminals that store diesel fuel – was ULSD fuel since July 15, 2006. Since September 1, 2006, all diesel fuel offered for sale at retail outlets in California has been ULSD fuel.

4.2.2 EXISTING CONDITIONS

Citywide (Regional) Air Quality

Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area. The SCAB has low mixed heights and light winds, which help to accumulate air pollutants. Exhaust emissions from mobile sources generate the majority of ROG, CO, NOx, and SOx both in the SCAB generally and specifically the Los Angeles County portion of the SCAB. Area-wide sources generate the most airborne particulates (i.e., PM10 and PM2.5) in both the SCAB and Los Angeles County. Measurements of ambient concentrations of criteria pollutants are used by the U.S. EPA and the CARB to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and state standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant concentration exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

The U.S. EPA and the CARB use different standards for determining whether the SCAB is in attainment. Under the CCAA the State has developed the California ambient air quality standards (CAAQS), which are generally more stringent than the national ambient air quality standards (NAAQS). In addition to the federal criteria pollutants, the CAAQS also specifies standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Federal and State standards are summarized in **Table 4.2-2, Ambient Air Quality Standards**. The attainment status for the Los Angeles County portion of the SCAB with regard to the NAAQS and CAAQS are shown in **Table 4.2-3, Attainment Status for the South Coast Air Basin**.

Table 4.2-2
Ambient Air Quality Standards

Air Pollutant	Averaging Time	State Standard	Federal Standard
Ozone (O3)	1-Hour	0.09 ppm	-
	8-Hour	0.07 ppm	0.07 ppm
Carbon Monoxide (CO)	1-Hour	20.0 ppm	35.0 ppm
	8-Hour	9.0 ppm	9.0 ppm
Nitrogen Dioxide (NO_2)	1-Hour	180 ppb	100 ppb
Sulfur Dioxide (SO_2)	1-Hour	250 ppb	75 ppb
	24-Hour	40 ppb	140 ppb
Sulfates (SO_4)	24-Hour	25 ug/m3	-
Fine Particulate Matter (PM2.5)	24-Hour	-	35 ug/m3
	Annual Arithmetic Mean	12 ug/m3	12 ug/m3 (Primary) 15 ug/m3 (Secondary)
Respirable Particulate Matter (PM10)	24-Hour	50 ug/m3	150 ug/m3
Lead (Pb)	30-Day Average	1.5 ug/m3	-
	Calendar Quarter	-	1.5 ug/m3 (for certain areas)
	Rolling 3-Month Average	-	0.15 ug/m3

ppm = parts per million; ppb = parts per billion; µg/m3 = microgram per cubic meter.
Source: CARB. Ambient Air Quality Standards. Available at: https://ww2.arb.ca.gov/sites/default/files/2020-07/aaqs2.pdf

Table 4.2-3
Attainment Status for the SCAB

Air Pollutant	CAAQS	NAAQS
Ozone (1-Hour)	Nonattainment	Nonattainment (Extreme)
Ozone (8-Hour)	Nonattainment	Pending – Expect Nonattainment (Extreme)
Carbon Monoxide (1-Hour and 8-Hour	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (1-Hour)	Attainment	Unclassified/Attainment
Nitrogen Dioxide (8-Hour)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (1-Hour)	Attainment	Pending – Expect Unclassified/Attainment
Sulfur Dioxide (24-Hour)	Attainment	Unclassified/Attainment
PM2.5 (24-Hour)	Nonattainment	Attainment (Maintenance)
PM2.5 (Annual)	Nonattainment	n/a
PM10 (24-Hour)	n/a	Nonattainment (Serious)
PM10 (Annual	Nonattainment	Nonattainment (Moderate)
Lead (Pb)	Attainment	Nonattainment (Partial)

Source: Southern California Air Quality Management District (SCAQMD), National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin, available at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf

Sensitive Receptors

There is a strong connection between health risk and the proximity of the source of air pollution. Local jurisdictions have the responsibility for determining land use compatibility for sensitive receptors. A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following population groups who are most likely affected by air pollution: children less than 14 years of age, adults over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. Land uses where these population groups are likely to spend a substantial amount of time are considered sensitive receptors. According to the SCAQMD, sensitive receptors include the following:

- Schools, playgrounds and childcare centers
- Long-term health care facilities
- Rehabilitation centers
- Convalescent centers
- Hospitals
- Retirement homes
- Residences

The Harbor LA CPAs currently contain all of these sensitive uses, with single- and multi-family residential uses throughout the Harbor LA CPAs. As described in **Section 4.14, Public Services**, there are 25 Los Angeles Unified School District (LAUSD) schools and 16 parks and recreational facilities in the Harbor LA CPAs.

Harbor LA CPAs Air Quality

The South Coast Air Quality Management District (SCAQMD) divides the SCAB into 38 source receptor areas (SRAs), wherein 38 monitoring stations operate to monitor the various concentrations of air pollutants in the region. The Harbor LA CPAs include areas located in SRA 3 and SRA 4, which covers a portion of South and Southwest Coastal Los Angeles County. A small portion of the northeastern section of the Harbor Gateway CPA lies within SRA 12, South Central Los Angeles County. Specifically, the portion of the Harbor Gateway CPA north of the 91 freeway and east of the 110 freeway.[1]

SCAQMD Station No. 820 collects ambient air quality data for SRA 3 and SCAQMD Stations 32, 33, 72, and 77 collect ambient air quality data for SRA 4. SCAQMD Station No. 112 monitors ambient air quality within SRA 12. While only a small portion of the Harbor Gateway CPA lies within SRA 12, the monitoring station is located 4 miles east of the CPA boundary and provides a more robust picture of the existing ambient air quality throughout the CPA. Station No. 820 monitors emission levels of O_3, NO_2, SO_2, and PM10. Station No. 32 monitors NO_2 and PM2.5. Station No. 33 monitors O_3, NO_2, SO_2, and PM10. Station No. 72 monitors PM2.5. Station No. 77 monitors PM10 and PM 2.5. Station No. 112 monitors O_3, NO_x, and PM2.5.

Tables 4.2-4 through **Table 4.2-6** identify the federal and State ambient air quality standards for the relevant air pollutants, along with the ambient pollutant concentrations that were measured between 2019 and 2021, which reflect the baseline conditions (2019) for the Proposed Plans. **Table 4.2-5** identifies the concentrations within SRA 4. The table includes the monitoring data from Station No. 33 for O_3, NO_2, and SO_2 as it is the only monitoring station within SRA 4 that measures these pollutants.[2] Particulate matter data from Station No. 77 was used as this station included the highest number of measured days in 2019 for both PM10 and PM2.5 as compared to the other SRA 4 monitoring stations.

According to air quality data from SCAQMD Station No. 820 shown in **Table 4.2-4**, within SRA 3 ozone concentrations did not exceed the state or national 1-hour standard between 2019 and 2021. Ozone

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1 South Coast Air Quality Management District Open GIS Data Portal, *Source Receptor Areas within South Coast AQMD Jurisdiction*, 2020, available online at: https://data-scaqmd-online.opendata.arcgis.com/maps/814d6e7a791044dabcb3d0d4b8af4df9/explore?location=34.118982%2C-117.363372%2C8.50, accessed May 5, 2023.

2 Station No. 32 also measures ambient NOx levels; however, Station No. 32 is located near Interstate 710 which is not located within the Harbor LA CPAs.

concentrations were also measured below the national and State 8-hour standards between 2019 and 2021. Concentrations of NO2 did not exceed national or State standards between 2019 and 2021. Concentrations of SO_2 did not exceed national or State standards between 2019 and 2021. PM10 concentrations did not exceed the national 24-hour standard between 2019 and 2021; however, concentrations of PM10 did exceed state standards for 2 days during the same time period.[3, 4, 5]

According to air quality data from SCAQMD Station No. 33 and Station No. 77, within SRA 4 ozone concentrations did not exceed the state or national 1-hour standard between 2019 and 2021. Ozone concentrations were also measured below the national and State 8-hour standards between 2019 and 2021. Concentrations of NO_2 did not exceed national or State standards between 2019 and 2021. Concentrations of SO_2 did not exceed national or State standards between 2019 and 2021. PM10 concentrations did not exceed national standards between 2019 and 2021; however, PM10 concentrations did exceed state standards for 2 days for the same time period. PM2.5 concentrations exceeded the state and national standards for 4 days between 2019 and 2021.

According to air quality data from SCAQMD Station No. 112 within SRA 12 (**Table 4.2-6**) ozone concentrations did not exceed the national 1-hour standard between 2019 and 2021 but did exceed the state standard for 1 day. Ozone concentrations exceeded the national and State 8-hour standards for 2 days between 2019 and 2021. Concentrations of NO_2 did not exceed national or State standards between 2019 and 2021. PM2.5 concentrations exceeded the state and national standards for 12 days between 2019 and 2021.

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3 South Coast Air Quality Management District, *2021 Air Quality*, available online at: https://www.aqmd.gov/docs/default-source/air-quality/historical-data-by-year/aq_card_2021_final.pdf?sfvrsn=7, accessed May 5, 2023.

4 South Coast Air Quality Management District, *2021 Air Quality*, available online at: https://www.aqmd.gov/docs/default-source/air-quality/historical-data-by-year/aq_card_2021_final.pdf?sfvrsn=7, accessed May 5, 2023.

5 South Coast Air Quality Management District, *2021 Air Quality*, available online at: https://www.aqmd.gov/docs/default-source/air-quality/historical-data-by-year/aq_card_2021_final.pdf?sfvrsn=7, accessed May 5, 2023.

Table 4.2-4
Summary of Ambient Air Quality in the Harbor LA Community Plan Areas - Site Receptor Area 3

Air Pollutants Monitored Within SRA 3 (Southwest Coastal Los Angeles County)	Year		
	2019	2020	2021
Ozone			
Maximum 1-hour concentration measured	0.082 ppm	0.117 ppm	0.059 ppm
Number of days exceeding previous National 0.124 ppm 1-hour standard	0	0	0
Number of days exceed State 0.09 ppm 1-hour standard	0	0	0
Maximum 8-hour concentration measured (ppm)	0.067 ppm	0.074 ppm	0.049
Number of days exceeding National and State 0.07 ppm 8-hour standard	0	2	0
Nitrogen Dioxide (NO2)			
Maximum 1-hour concentration measured	56.6 ppb	59.7 ppb	62.8 ppb
Number of days exceeding State 180 ppb 1-hour standard	0	0	0
Annual Average	9.5 ppb	9.5 pb	7.2 ppb
Does measured annual average exceed National 100 ppb annual average standard?	No	No	No
Does measured annual average exceed State 30 ppb annual average standard?	No	No	No
Sulfur Dioxide (SO_2)			
Maximum 1-hour concentration measured	8.2 ppb	6.0 ppb	7.7 ppb
Does the Maximum 1-hour concentration exceed the Federal 75 ppb 1-hour standard?	No	No	No
Suspended Particulates (PM10)			
Maximum 24-hour concentration measured	62 ug/m3	43 ug/m3	33 ug/m3
Number of days exceeding National 150 ug/m3 24-hour standard	0	0	0
Number of days exceed State 50 ug/m3 24-hour standard	2	0	0
Annual Arithmetic Mean (AAM)	19.2 ug/m3	22.5 ug/m3	17.7 ug/m3
Does measured AAM exceed National 150 ug/m3 AAM standard?	No	No	No
Does measured AAM exceed State 20 ug/m3 AAM standard?	No	Yes	No

ppm = parts per million; ppb = parts per billion; µg/m3 = microgram per cubic meter; n/a = data not available or not collected by the District.
Source: SCAQMD. Historical Data by Year. Available online at: http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year, accessed May 5, 2023.

Table 4.2-5
Summary of Ambient Air Quality in the Community Plan Area - Site Receptor Area 4

Air Pollutants Monitored Within SRA 4 (South Coastal Los Angeles County)	Year		
	2019	2020	2021
Ozone			
Maximum 1-hour concentration measured	0.074 ppm	0.105 ppm	0.086 ppm
Number of days exceeding previous National 0.124 ppm 1-hour standard	0	0	0
Number of days exceed State 0.09 ppm 1-hour standard	0	4	0
Maximum 8-hour concentration measured (ppm)	0.064 ppm	0.083 ppm	0.064 ppm
Number of days exceeding National and State 0.07 ppm 8-hour standard	0	2	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour concentration measured	71.8 ppb	75.3 ppb	59.0 ppb
Number of days exceeding State 180 ppb 1-hour standard	0	0	0
Annual Average	16.2 ppb	12.8 ppb	12.8 ppb
Does measured annual average exceed National 100 ppb annual average standard?	No	No	No
Does measured annual average exceed State 30 ppb annual average standard?	No	No	No
Sulfur Dioxide (SO_2)			
Maximum 1-hour concentration measured	8.9 ppb	9.4 ppb	5.9 ppb
Does the Maximum 1-hour concentration exceed the Federal 75 ppb 1-hour standard?	No	No	No
Suspended Particulates (PM10)			
Maximum 24-hour concentration measured	72 ug/m3	54 ug/m3	48 ug/m3
Number of days exceeding National 150 ug/m3 24-hour standard	0	0	0
Number of days exceed State 50 ug/m3 24-hour standard	2	2	0
Annual Arithmetic Mean (AAM)	21.0 ug/m3	24.9 ug/m3	22.7 ug/m3
Does measured AAM exceed National 150 ug/m3 AAM standard?	No	No	No
Does measured AAM exceed State 20 ug/m3 AAM standard?	Yes	Yes	Yes
Fine Particulates (PM2.5)			
Maximum 24-hour concentration measured	30.60 ug/m3	39.0 ug/m3	42.9 ug/m3
Number of days exceeding National 35.0 ug/m3 24-hour standard	0	1	4
Annual Arithmetic Mean (AAM)	9.22 ug/m3	11.38 ug/m3	11.47 ug/m3

Air Pollutants Monitored Within SRA 4 (South Coastal Los Angeles County)	Year		
	2019	2020	2021
Does measured AAM exceed National 15 ug/m3 AAM standard?	No	No	No
Does measured AAM exceed State 12 ug/m3 AAM standard?	No	No	No

ppm = parts per million; ppb = parts per billion; µg/m3 = microgram per cubic meter; n/a = data not available or not collected by the District.
Source: SCAQMD. Historical Data by Year. Available online at: http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year, accessed May 5, 2023.
Note: O3, SO_2, and NOx measurements from Station No. 33; PM10 and PM2.5 measurements from Station No. 77.

Table 4.2-6
Summary of Ambient Air Quality in the Community Plan Area - Site Receptor Area 12

Air Pollutants Monitored Within SRA 12 (South Coastal Los Angeles County)	Year		
	2019	2020	2021
Ozone			
Maximum 1-hour concentration measured	0.100 ppm	0.152 ppm	0.085 ppm
Number of days exceeding previous National 0.124 ppm 1-hour standard	0	1	0
Number of days exceed State 0.09 ppm 1-hour standard	1	3	1
Maximum 8-hour concentration measured (ppm)	0.079 ppm	0.115 ppm	0.076
Number of days exceeding National and State 0.07 ppm 8-hour standard	1	4	1
Nitrogen Dioxide (NO_2)			
Maximum 1-hour concentration measured	70.0 ppb	72.3 ppb	68.2 ppm
Number of days exceeding State 180 ppb 1-hour standard	0	0	0
Annual Average	14.1 ppb	9.4 ppb	14.0 ppm
Does measured annual average exceed National 100 ppb annual average standard?	No	No	No
Does measured annual average exceed State 30 ppb annual average standard?	No	No	No
Fine Particulates (PM2.5)			
Maximum 24-hour concentration measured	39.50 ug/m3	43.2 ug/m3	102.1 ug/m3
Number of days exceeding National 35.0 ug/m3 24-hour standard	1	7	12
Annual Arithmetic Mean (AAM)	10.87 ug/m3	13.57 ug/m3	13.41 ug/m3
Does measured AAM exceed National 15 ug/m3 AAM standard?	No	No	No
Does measured AAM exceed State 12 ug/m3 AAM standard?	No	Yes	Yes

ppm = parts per million; ppb = parts per billion; µg/m3 = microgram per cubic meter; n/a = data not available or not collected by the District.
Source: SCAQMD. Historical Data by Year. Available online at: http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year, accessed May 5, 2023.

SCAQMD also operates and maintains an air monitoring network for toxic air contaminants (TACs). The MATES-IV program measured concentrations of more than 30 air pollutants, including both gases and particulates, at 10 fixed sites throughout the Basin. The monitoring study was accompanied by a computer modeling exercise in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-IV found that the annual average carcinogenic risk in the Basin declined from 1,194 in a million in 2005 to 418 in a million in 2012. The highest carcinogenic risk of about 2,500 in a million was found near the Ports of Los Angeles and Long Beach.

The SCAQMD completed the MATES-V Study, which again included a fixed site monitoring program with ten stations, an updated emissions inventory of TACs, and a modeling effort to characterize risk across the Basin.[6] The study concluded that the average background cancer risk within the Basin is approximately 455 in a million. The MATES-V study also indicated that the average amount of diesel particulate matter has decreased by 53 percent in the Basin since the publication of the MATES-IV study. The risk reduction can be attributed to several factors, most notably, changes in diesel emissions between 2012 and 2018.[7] Cancer risks for the Harbor LA CPAs range from approximately 508 chances per million in the Harbor Gateway CPA to 664 in the Wilmington–Harbor City CPA.[8]

4.2.3 REGULATORY FRAMEWORK

The Federal Clean Air Act (CAA) governs air quality in the United States. In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, the CAA is administered by the U.S. EPA. In California, the CCAA is administered by the CARB at the state level and by air quality management districts (AQMDs) at the regional and local levels.

Air quality in the SCAB in which Los Angeles is located is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policymaking, education, and a variety of programs. The agencies responsible for improving air quality in the SCAB are discussed below.

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6 South Coast Air Quality Management District, *MATES V Multiple Air Toxics Exposure Study*, available online at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v, accessed April 25, 2023.

7 South Coast Air Quality Management District, *MATES V Final Report*, 2021, available online at: http://www.aqmd.gov/docs/default-source/planning/mates-v/mates-v-final-report-9-24-21.pdf?sfvrsn=6, accessed April 25, 2023.

8 South Coast Air Quality Management District "MATES V Data Visualization Tool," available online at: https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A153&views=Click-tabs-for-other-data%2CCancer-Risk, accessed April 25, 2023.

Federal

The U.S. EPA is responsible for setting and enforcing the NAAQS for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The U.S. EPA also has jurisdiction over emissions sources outside state waters (outer continental shelf) and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

State

The CCAA requires all areas of the State to achieve and maintain the CAAQS by the earliest practicable date. CARB, as part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, the CARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

Toxic Air Contaminant Regulations. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxins. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)]. The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds.

California has established a two-step process of risk identification and risk management to address the potential health effects from air toxic substances and protect the public health of Californians. In the first

step (identification), CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified as a TAC in California. During this process, CARB and the OEHHA staff drafted a report that serves as the basis for this determination. CARB staff assesses the potential for human exposure to a substance and the OEHHA staff evaluates the health effects. After CARB and the OEHHA staff hold several comment periods and workshops, the report is then submitted to an independent, nine-member Scientific Review Panel (SRP), who reviews the report for its scientific accuracy. If the SRP approves the report, they develop specific scientific findings, which are officially submitted to CARB. CARB staff then prepares a hearing notice and draft regulation to formally identify the substance as a TAC. Based on the input from the public and the information gathered from the report, CARB decides whether to identify a substance as a TAC. In 1993, the California Legislature amended the Toxic Air Contaminant Identification and Control Act by requiring CARB to identify 189 federal HAPs as state TACs.

In the second step (risk management), CARB reviews the emission sources of an identified TAC to determine if any regulatory action is necessary to reduce the risk. The analysis includes a review of controls already in place, the available technologies and associated costs for reducing emissions, and the associated risk.

The Air Toxics "Hot Spots" Information and Assessment Act (Health and Safety Code Section 44360) supplements the Toxic Air Contaminant Identification and Control Act by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks. The Hot Spots Act also requires facilities that pose a significant health risk to the community to reduce their risk through a risk management plan.

California's Diesel Risk Reduction Program. CARB identified particulate emissions from diesel-fueled engine TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program.

For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Diesel Advisory Committee approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase.

During the control measure phase, specific statewide regulations designed to further reduce diesel particulate matter (DPM) emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

Regional

Southern California Association of Governments. The Southern California Association of Governments (SCAG) is a council of governments for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. As a regional planning agency SCAG serves as a forum for regional issues relating to transportation, the economy, community development, and the environment.

Although SCAG is not an air quality management agency, it is responsible for developing transportation, land use, and energy conservation measures that affect air quality. To implement SB 375 and reduce air quality and GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS) in September 2020. The RTP/SCS identifies growth forecasts that are used in the development of air quality-related land use and transportation control strategies developed by the SCAQMD. This RTP/SCS is discussed in greater detail in Section 4.7, Greenhouse Gas Emissions.

South Coast Air Quality Management District. The SCAQMD is the agency principally responsible for comprehensive air pollution control in the SCAB. To that end, the SCAQMD, a regional agency, works directly with SCAG, county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, monitors air quality, and provides regulatory enforcement through such measures as educational programs, monitors or fines, when necessary.

The SCAQMD is responsible for developing programs to reduce emissions from stationary, mobile, and indirect sources to meet national and state AAQS. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMP) to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the SCAB, to meet national and state AAQS, and to minimize the fiscal impact that pollution control measures have on the local economy. The AQMP identifies the control measures that will be implemented to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while population growth has occurred in the SCAB.

On December 2, 2022, the SCAQMD Governing Board approved the 2022 AQMP that lays a path for improving air quality and meeting federal air pollution standards by 2037. The AQMP aims to, among other goals, reduce almost 70 percent of smog forming emissions by 2037 beyond existing regulations, require zero-emission technologies across all sectors, and lay out specific actions needed from the federal government to reduce emissions from ships, trains, aircraft, and other sources primarily under federal regulatory authority. The 2022 AQMP also focuses on communities disproportionately impacted by air pollution with a dedicated chapter on environmental justice.[9]

The future air quality levels forecast in the 2022 AQMP are based on the most recent assumptions provided by both CARB and SCAG for motor vehicle emissions and demographic updates and includes updated transportation conformity budgets.[10] For example, future growth projections were based on demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by SCAG for their 2020 RTP/SCS.[11] The 2022 AQMP also assumes that development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures. The 2022 AQMP acknowledges that the most significant air quality challenge in the Basin is to reduce NOX emissions sufficiently to meet the upcoming ozone standard deadlines.

The SCAQMD has also developed programs to attain and maintain the NAAQS and CAAQS. These include air quality rules and regulations for stationary sources, area sources, point sources, and certain mobile source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects within SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- **Rule 401 Visible Emissions** – This rule prohibits an air discharge that results in a plume that is as dark as or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- **Rule 402 Nuisance** – This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people

9 South Coast Air Quality Management District, *South Coast AQMD Finalizes Most Ambitious Strategy to Cut Pollution*, 2022, available online at: http://www.aqmd.gov/docs/default-source/news-archive/2022/aqmp-adopted-dec2-2022.pdf, accessed April 25, 2023.

10 *Ibid.*

11 *Ibid.*

or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

- **Rule 403 Fugitive Dust** – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage piles, or disturbed surface area.

- **Rule 1113 Architectural Coatings** – This rule limits VOCs in architectural coatings used in the SCAQMD jurisdiction. These limits are application-specific and are updated as availability of low VOC products expands.

- **Rule 1168 Adhesive and Sealant Applications** – This rule reduces emissions of VOCs and eliminates emissions of chloroform, ethylene dichloride, methylene chloride, perchlorethylene, and trichloroethylene from the application of adhesives, adhesive bonding primers, adhesive primers, sealants, sealant primers, or any other primers.

- **Regulation XIII New Source Review** – This regulation contains Rules 1300 through 1325, which set forth pre-construction review requirements for new, modified, or relocated facilities, to ensure that the operation of such facilities does not interfere with progress in attainment of the NAAQS, and that future growth within SCAQMD is not unnecessarily restricted. The specific air quality goal of this regulation is to achieve no net increases from new or modified permitted sources of nonattainment air contaminants or their precursors.

Cumulative Impacts from Air Toxics. On February 17, 2022, the SCAQMD held its first working group meeting to initiate a public process for the development of additional guidance for public agencies when they evaluate cumulative air quality impacts from increased concentrations of air toxics for projects subject to the requirements of the CEQA. The working group has held four meetings with the most recent occurring on June 6, 2023. As noted in the working group meeting presentation notes,[12] the SCAQMD is seeking feedback on a phased approach to enhance cumulative air toxics analyses for projects subject CEQA. The process is currently in the concept development stages and draft guidance will ultimately be issued by the SCAQMD. In the latest working group meeting (June 6, 2023), the following concepts were identified to be included in the draft guidance:

12 SCAQMD, "CEQA Policy Development (NEW), Cumulative Impacts from Air Toxics for CEQA Projects," available online at: http://www.aqmd.gov/home/rules-compliance/ceqa/ceqa-policy-development-(new), accessed July 27, 2023.

- Potential cancer risk by land use types and sizes (i.e., low-risk land uses such as residential and commercial; medium-risk land uses such as truck yards and gas stations; and high-risk land uses such as industrial, major transportation projects, and major planning projects);

- Enhanced qualitative cumulative analyses and quantitative analyses if warranted for projects within a geographic location impact same receptors;

- Project-Level vs. Regional Plan CEQA documents (i.e., a Mitigated Negative Declaration for a Business Park Project vs. EIR for a Draft General Plan 2040);

- Process for Project-Level Analysis (determining applicability, determine cumulative significance threshold, determine if project is cumulatively significant, discussion of cumulative impacts, mitigation measures and project alternatives, potentially perform cumulative Health Risk Assessment [HRA]); and

- Process for Regional Plan Analysis (determining applicability, cancer risk demonstration, discussion of cumulative impacts, mitigation measures and project alternatives).

Local

City of Los Angeles General Plan Air Quality Element. The Air Quality Element of the *City of Los Angeles General Plan* (City Air Quality Element), adopted on November 24, 1992, sets forth the goals, objectives and policies that guide the City in the implementation of its air quality improvement programs and strategies. The City Air Quality Element acknowledges that numerous efforts are underway at the regional, county and city levels addressing clean air concerns and that coordination of these various efforts, and the involvement of the area's residents are crucial to the achievement of state and federal AAQS.

The City's Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and clean air goals. Mutually reinforcing strategies need to be developed which work to reduce the use of single occupant vehicles and which work to reduce vehicle trips and vehicle miles traveled (VMT).

The City Air Quality Element establishes six goals:

- Good air quality in an environment of continued population growth and healthy economic structure;

- Less reliance on single-occupant vehicles with fewer commute and non-work trips;

- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;

- Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation and air quality;

- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting; and

- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

City of Los Angeles General Plan Framework Element. The Framework Element contains goals, objectives, and policies related to land use that address the issues of land use distribution, policies specific to Framework land use designations, and density. Adopted in 1996, the Framework Element is a strategy for long-range growth and development, setting a citywide context for the update of community plans and citywide elements. The Framework Element's key guiding principles include:

- Grow strategically.
- Conserve existing residential neighborhoods.
- Balance the distribution of land uses.
- Enhance neighborhood character through better development standards.
- Create more small parks, pedestrian districts, and public plazas.
- Improve the connection of public and private space through good urban design.
- Improve mobility and access.
- Identify a hierarchy of commercial Districts and Centers.
- Provide land and supporting services for the retention of existing and attraction of new industries.

Plan for a Healthy Los Angeles. The Plan for a Healthy Los Angeles, adopted by the City Council on March 31, 2015, lays the foundation to create healthier communities for all residents in the City. As an element of the *General Plan*, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. With a focus on public health and safety, the Plan for a Healthy Los Angeles provides a roadmap for addressing the most basic and essential quality-of- life issues: safe neighborhoods, a clean environment (i.e., improved ambient and indoor air quality), the opportunity to thrive, and access to health services, affordable housing, and healthy and sustainably produced food.

Los Angeles Green Plan. The City has begun to address the issue of global climate change by publishing Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan). This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO2 to 35 percent below 1990 levels. To achieve this, the City will:

- Increase the generation of renewable energy;
- Improve energy conservation and efficiency; and
- Change transportation and land use patterns to reduce dependence on automobiles.

The LA Green Plan is discussed in greater detail in **Section 4.7, Greenhouse Gas Emissions.**

City of Los Angeles Green Building Code. On December 10, 2022, the Los Angeles City Council approved Ordinance No. 187719, which amended Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as the Los Angeles Green Building Code, to incorporate by reference certain portions of the 2022 Edition of the California Building Standards Code and to make local administrative, climatic, geological, topographical, or environmental changes. Projects filed on or after January 1, 2023, must comply with the provisions of the Los Angeles Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Divisions 4 and 5 include mandatory measures for newly constructed nonresidential and high-rise residential buildings.

4.2.4 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans' air quality impacts would be significant if the Proposed Plans would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations;
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Specific quantitative thresholds used to define these general CEQA thresholds are discussed below.

SCAQMD Thresholds

The SCAQMD has developed specific CEQA regional and localized significant thresholds (LSTs) to assess air quality impacts associated with individual development projects. The regional and local construction and operation significance thresholds for individual projects in the Harbor LA CPAs are shown in **Table 4.2-7, SCAQMD Daily Construction Emissions Thresholds SCAQMD Daily Construction Emissions Thresholds,** and **Table 4.2-8, SCAQMD Daily Operation Emissions Thresholds**. The regional thresholds apply throughout the City, while LSTs vary depending on the air monitoring areas, or source receptor areas, in which a development project is located.

The SCAQMD developed LSTs in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the CEQA Air Quality Handbook (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_x, CO, PM10, and PM2.5. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each SRA, distance to the sensitive receptor, and project size. LSTs have been developed for emissions within construction areas up to five acres in size.[13]

The Harbor LA CPAs includes areas which are located within SRA 3 (Southwest Coastal LA County), SRA 4 (South Coastal LA County), and SRA 12 (South Central LA County). The LST values for development projects with lot sizes from less than one acre up to five acres in SRA 3, 4, and 12 are displayed in the tables. As appropriate, analysis of individual projects in the Harbor LA CPAs must address the appropriate threshold based on the size of the project site, the proximity of sensitive receptors, and if each site is in SRA 3, 4, or 12. **Table 4.2-7, SCAQMD Daily Construction Emissions Thresholds,** presents the construction LST values for development sites within 25 meters of sensitive receptors, the most conservative thresholds.

13 South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, 2008, available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2, accessed April 25, 2023.

Table 4.2-7
SCAQMD Daily Construction Emissions Thresholds

Criteria Pollutant[1]	Regional Threshold (Pounds Per Day)	On-Site Localized Thresholds (Pounds per Day)[2]		
		1 Acre	2 Acres	5 Acres
Site Receptor Area 3 (Southwest Coastal LA County)				
Volatile Organic Compounds (VOC)	75	-	-	-
Nitrogen Oxides (NOx)	100	91	131	197
Carbon Monoxide (CO)	550	664	967	1,796
Sulfur Oxides (SOx)	150	-	-	-
Respirable Particulates (PM10)	150	5	8	15
Fine Particulates (PM2.5)	55	3	5	8
Site Receptor Area 4 (South Coastal LA County)				
Volatile Organic Compounds (VOC)	75	-	-	-
Nitrogen Oxides (NOx)	100	57	82	123
Carbon Monoxide (CO)	550	585	842	1,530
Sulfur Oxides (SOx)	150	-	-	-
Respirable Particulates (PM10)	150	4	7	14
Fine Particulates (PM2.5)	55	3	5	8
Site Receptor Area 12 (South Central LA County)				
Volatile Organic Compounds (VOC)	75	-	-	-
Nitrogen Oxides (NOx)	100	46	65	98
Carbon Monoxide (CO)	550	231	346	630
Sulfur Oxides (SOx)	150	-	-	-
Respirable Particulates (PM10)	150	4	7	13
Fine Particulates (PM2.5)	55	3	4	7

Note: 1 The SCAQMD has adopted a significance threshold of three (3) pounds per day for lead (Pb). Reasonably expected construction projects from the Proposed Project would not include sources of lead emissions, and a discussion of air quality impacts from lead emissions is excluded from the air quality impact analyses.
2 Localized significance thresholds are based on a 25-meter receptor distance as the Harbor LA CPAs are highly urbanized.
Source: SCAQMD. Appendix C: Mass Rate Look Up Tables. Available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, accessed May 5, 2023

The regional operational significance thresholds for individual projects throughout Los Angeles, including the Harbor LA CPAs, are shown in **Table 4.2-8, SCAQMD Daily Operation Emissions Thresholds**. These quantitative thresholds are considered when making a significance determination using the *State CEQA Guidelines* Appendix G thresholds, above, as appropriate. Localized analyses of on-site emissions associated with individual projects are typically limited to industrial and commercial land uses that involve

considerable on-site heavy-duty vehicle traffic or employ stationary sources of substantial air pollutant emissions.

Table 4.2-8
SCAQMD Daily Operation Emissions Thresholds

Criteria Pollutant[1]	Regional Threshold (Pounds Per Day)	On-Site Localized Thresholds (Pounds per Day)[2]		
		1 Acre	2 Acres	5 Acres
Site Receptor Area 3 (Southwest Coastal LA County)				
Volatile Organic Compounds (VOC)	75	-	-	-
Nitrogen Oxides (NOx)	100	91	131	197
Carbon Monoxide (CO)	550	664	967	1,796
Sulfur Oxides (SOx)	150	-	-	-
Respirable Particulates (PM10)	150	1	2	4
Fine Particulates (PM2.5)	55	1	1	2
Site Receptor Area 4 (South Coastal LA County)				
Volatile Organic Compounds (VOC)	75	-	-	-
Nitrogen Oxides (NOx)	100	57	82	123
Carbon Monoxide (CO)	550	585	842	1,530
Sulfur Oxides (SOx)	150	-	-	-
Respirable Particulates (PM10)	150	1	2	4
Fine Particulates (PM2.5)	55	1	1	2
Site Receptor Area 12 (South Central LA County)				
Volatile Organic Compounds (VOC)	75	-	-	-
Nitrogen Oxides (NOx)	100	46	65	98
Carbon Monoxide (CO)	550	231	346	630
Sulfur Oxides (SOx)	150	-	-	-
Respirable Particulates (PM10)	150	1	2	4
Fine Particulates (PM2.5)	55	1	1	2

Note: 1 The SCAQMD has adopted a significance threshold of three (3) pounds per day for lead (Pb). Reasonably expected construction projects from the Proposed Project would not include sources of lead emissions, and a discussion of air quality impacts from lead emissions is excluded from the air quality impact analyses.
2 Localized significance thresholds are based on a 25-meter receptor distance as the Harbor LA CPAs are highly urbanized.
Source: SCAQMD. Appendix C: Mass Rate Look Up Tables. Available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, accessed May 5, 2023

The SCAQMD is also tasked with managing exposure of sensitive receptors to air toxics and health risk. According to SCAQMD methodology, health effects from carcinogenic air toxics are described in terms of

individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. The SCAQMD has stated that the incremental cancer risk should not exceed 10 persons in one million, and the chronic and acute risks should not exceed a calculated Hazard Index value of 1.0. The SCAQMD quantitative thresholds are considered when making a significance determination based on the *State CEQA Guidelines* Appendix G thresholds, above, as appropriate.

4.2.5 METHODOLOGY

The terminology and methodology used to evaluate the significance of potential impacts to air quality are described below. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses SCAQMD's CEQA Air Quality Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction. The City does not, however, have the specific technical expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the county and region will meet federal and State standards. Instead, the City relies upon the expertise of the SCAQMD, uses the CEQA Air Quality Handbook, and SCAQMD recommended thresholds of significance as the guidance for the environmental review of plans and development proposals. For purposes of this analysis, the *State CEQA Guidelines* Appendix G criteria are used, supplemented by the thresholds identified in current SCAQMD guidance.

Air quality impacts resulting from implementation of the Proposed Plans are assessed at a programmatic level because information on specific development projects is not known for the Harbor LA CPAs. The SCAQMD CEQA Air Quality Handbook states that the air quality assessment should be as comprehensive as possible at a programmatic level. In the absence of SCAQMD programmatic thresholds, the EIR evaluates broad air quality impacts and examines the Proposed Plans' consistency with the 2022 AQMP, described previously. Consistency with this plan would ensure compliance with regional and local air quality goals. The analysis also broadly examines temporary construction emissions, long-term operational emissions, localized pollutant concentrations, TACs, and odors. Common sources of construction emissions include heavy-duty off-road construction equipment exhaust, fugitive dust, and architectural coatings. Sources of operational emissions include the use of consumer products, motor vehicle trips attracted to or generated by a land use, and on-site combustion of natural gas. A best effort approach to disclose all reasonably foreseeable impacts based on available information is used consistent with the requirements of CEQA. To this end, the analysis of construction impacts is based on estimated construction scenarios, as described below.

Construction

Construction emissions were estimated for equipment exhaust emissions and truck trips for example individual construction projects using the California Emissions Estimator Model (CalEEMod 2022), which is the model recommended for use by the SCAQMD.[14] Equipment emission factors in CalEEMod are based on CARB data. Equipment was assumed to operate for eight hours per day. CalEEMod includes worker and vendor trip lengths based on the metropolitan planning organization (MPO), in this case SCAG, which is in turn based on the local Transportation Analysis Zone (TAZ) data aggregated to the SCAG jurisdictional boundary. Truck emission factors in CalEEMod are from CARB's Emission Factor Computer Model (EMFAC2021) and trucks were assumed to travel 40 miles per day, with a one-way distance of 20 miles to the disposal site. Fugitive dust and architectural coating emissions are qualitatively discussed because it would be speculative to quantify lot acreage and the size of buildings to be coated. These example projects account for four scales of intensity with respect to equipment usage and truck trips, as itemized below.

- Example 1: crew of 10 workers, two pieces of heavy-duty equipment, and 25 truck trips per day
- Example 2: crew of 20 workers, four pieces of heavy-duty equipment, and 50 truck trips per day
- Example 3: crew of 50 workers, eight pieces of heavy-duty equipment, and 100 truck trips per day
- Example 4: crew of 100 workers, 10 pieces of heavy-duty equipment, and 150 truck trips per day

These crew sizes, equipment inventories, and truck volumes are representative of a reasonable range of construction activity intensity for individual projects based on previous development in the City of Los Angeles including the Harbor LA CPAs. Maximum daily regional and localized emissions were quantified for these construction scenarios and assessed in the context of the SCAQMD significance thresholds. It is not practicable to estimate the incremental change in daily off-road equipment activity or daily VMT associated with construction projects within the Harbor LA CPAs resulting from implementation of the Proposed Plans with any reasonable degree of accuracy. Construction of individual projects within the Harbor LA CPAs are happening under existing conditions, and future infill development would continue occurring in the absence of the Proposed Plans. There is no substantive evidence as to whether implementation of the Proposed Plans would accelerate the turnover and redevelopment of land uses within the Harbor LA CPAs and attempting to quantify additional daily construction activity spurred by adoption of the Proposed Plans would be entirely speculative. Therefore, the analysis of emissions from reasonably expected construction projects under implementation of the Proposed Plans assumes a baseline

14 California Air Pollution Control Officers Association, "CalEEMod 2022," available online at: https://caleemod.com/.

of zero for daily criteria pollutants emissions, which is extremely conservative given that there are generally multiple large and small construction projects going on in the Harbor LA CPAs at any given time.

CalEEMod incorporates the CARB OFFROAD and EMFAC emission inventory models to estimate emissions from off-road equipment and on-road mobile vehicles, respectively. The OFFROAD and EMFAC models contain emission factors for specific categories of equipment and vehicles corresponding to the year of project analysis. The CARB and SCAQMD recognize that fleet average emission rates for off-road equipment and on-road mobile vehicles will decrease in future years as emission controls, engine technologies, and fuel efficiency improve, and older equipment and vehicles are phased out of use. The horizon year of the Proposed Plans (2040) is 21 years later than the existing conditions baseline year of 2019, and construction activities would be occurring during each year within the timeframe. To demonstrate how emissions from construction projects within the Harbor LA CPAs would change over time based on the anticipated fleet turnover that CARB modeling staff predict, the analysis of emissions that would be generated by construction activities addressed the inventory scenarios described above in both existing (2019) conditions and 2040. Refer to **Appendix 4.2** for detailed construction emissions modeling calculation files.

Operations

Regarding future operational conditions, reasonably anticipated development from the Proposed Plans would generate air pollutant emissions from regional on-road vehicle travel (mobile sources), consumer products and landscaping (area sources), and natural gas combustion within the Harbor LA CPAs land uses (energy source). Mobile source emissions were estimated using regional VMT data provided in the transportation model prepared for the Proposed Plans (see **Appendix 4.15-1, Transportation Analysis**) and vehicle emission rates based on EMFAC2021. Additional sources of air pollutant emissions associated with land use development include VOCs from consumer products and cleaning supplies, exhaust emissions from landscaping equipment, and emissions from natural gas combustion from building facilities and appliances. These emissions were estimated using emission factors and calculation methodologies described within the CalEEMod technical documentation. Detailed operations emissions modeling calculation files can be found in **Appendix 4.2**.

Concurrent Construction and Operations

There is no comprehensive timeline for the construction of individual projects within the Harbor LA CPAs through the horizon year of 2040, and it is not possible to estimate the rate of redevelopment over such a long timeframe. Similar to what is already occurring within the Harbor LA CPAs under existing and ongoing conditions, sources of air pollutant emissions involved in the construction of individual projects

would be active while operational emissions are continuously occurring. The City cannot reasonably anticipate if growth would be linear or sporadic between 2019 and 2040. Given the uncertainty of year-to-year growth, interim year emissions analyses are unlikely to yield reasonably accurate portrayal of emissions prior to 2040. It would also be inappropriate to consider construction emissions in combination with ongoing operational emissions, as the SCAQMD air quality significance thresholds were derived separately and the SCAQMD handbook explicitly states that operational emissions begin when construction is completed. It would not serve the goal of providing an informational document to combine hypothetical construction projects with operational emissions in an interim emissions scenario, nor is this approach standard practice for air quality impacts assessments under CEQA. Without a robust understanding of project details including the schedules under which individual projects would be constructed, the exercise of combining construction and operational emissions would not bolster the disclosure of air quality impacts.

4.2.6 IMPACT ANALYSIS

Threshold 4.2-1 Would implementation of the Proposed Plans conflict with or obstruct implementation of the applicable air quality plan?

This impact would be less than significant.

The air quality plans applicable to CEQA projects within the City are the SCAQMD 2022 AQMP, SCAG's RTP/SCS and the City of Los Angeles General Plan. The 2022 AQMP was adopted in December 2022 and represents the most updated regional blueprint for achieving the federal air quality standards and minimizing public health concerns related to air quality. As discussed in **Section 4.2.3, Regulatory Framework**, the overall strategy for the 2022 AQMP was designed to meet applicable federal and state requirements, including attainment of the ambient air quality standards. The primary focus of the 2022 AQMP is to attain the 2015 8-hour ozone standard of 70 parts per billion (ppb). The AQMP provides base year emissions (2018) and emission projections that forecast future air quality conditions, including the effects from adopted rules and regulations as well as other emission reduction strategies. In doing so, the 2022 AQMP relied upon the most recent planning assumptions and the best available information, including CARB's mobile source emission factors for the on-road mobile source emissions inventory; CARB's in-use fleet inventory for the off-road mobile source emission inventory; the latest point source inventory; updated area source inventories; SCAG's forecast growth assumptions developed for the 2020 RTP/SCS and SCAG's mobile source emissions estimates developed for the 2020 RTP/SCS.

In accordance with the procedures established in SCAQMD's CEQA Air Quality Handbook, the impact discussion considers the following criteria to determine whether the Proposed Plans are consistent with applicable SCAQMD and SCAG planning objectives:

- Would the project create any impacts related to air quality violations, such as:
  - An increase in the frequency or severity of existing air quality violations;
  - Causing or contributing to new air quality violations; or,
  - Delaying timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- Would the project exceed the assumptions utilized in preparing the AQMP:
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project incorporate mitigation measures to reduce potentially significant impacts; and/or
  - To what extent is Project development consistent with the AQMP land use policies and control measures?

Regarding the first criterion, air quality violations refer to instances of ambient air quality standards being exceeded. Projects that emit enough pollutants to create additional air quality violations could delay attainment of an air quality standard beyond the timeline specified in the AQMP. The SCAQMD established the regional and localized air quality significance thresholds as a screening tool to avoid the potential occurrence and exacerbation of air quality violations resulting from construction and operation of individual CEQA projects. However, attainment of the ambient air quality standards is focused on achieving a particular concentration region-wide, and available modeling programs that simulate pollutant concentrations are better suited for these regional scale assessments.

The standard CEQA practice for assessing air quality impacts is based on quantifying, disclosing, and analyzing project mass daily emissions for criteria pollutants and—when project specific details are available—pollutant concentrations for TACs. For CEQA purposes, concentrations of criteria pollutants for which the SCAQMD has established quantitative mass daily thresholds generally cannot be reasonably calculated.[15] More detail on modeling criteria pollutant and TAC concentrations is provided in **Appendix**

15 City of Los Angeles, Air Quality and Health Effects – *Sierra Club v. County of Fresno*, October 2019.

4.2. As an example, due to the complexity of ozone formation in the atmosphere, a specific mass amount of NO_X or VOCs emitted in a particular area does not equate to a particular concentration of O3 in that area. Based on the nature of pollutant fate and transport in the atmosphere, the limitations of available scientific models to simulate concentrations, and lack of available information on future sources of emissions, for those projects where regional construction and/or operational emissions are anticipated to exceed the SCAQMD's daily significance thresholds, it is not possible to determine with any accuracy the concentration of O3 that will be created at or near a project site or area or the frequency or severity of air quality violations.

In addition, there is no correlation between individual instances of exceeding SCAQMD thresholds and potential air quality violations. The potential for violations of air quality concentrations is determined at the project level by complex dispersion modeling based on site specific information and characteristics, and at the regional level by even more complicated modeling that takes into account numerous factors that are unknown at this time. The City evaluated the feasibility of correlating instances of SCAQMD mass daily thresholds being exceeded by individual CEQA projects to exacerbations of air quality violations, and offered the following considerations:

> *"[Once a project's emissions enter the environment, these emissions are subject to a number of complex factors and variables, including chemical changes, dispersal, and weather variation, and ultimately combine with other existing conditions to result in the regional ambient air quality and concentrations of pollutants.*
>
> *"… The SCAQMD conducts regional-scale modeling in order to evaluate regional-scale air pollution, including modeling for the AQMP, modeling attainment demonstrations, and the Multiple Air Toxics Exposure Studies (MATES). This involves a regional scale photochemical model such as CAMx and CMAQ, which have a modeling domain on the order of hundreds of kilometers. The effort, resources, and availability of necessary input data required to perform this type of analysis is complex and extensive, and infeasible for smaller projects...*
>
> *"The computer models (e.g., CMAQ modeling platform) used to simulate and predict an attainment date for ozone are based on regional inventories of precursor pollutants and meteorology within an air basin. At a very basic level, based on gross assumptions appropriate for regional-scale analysis, the models simulate future ozone levels based on predicted changes in precursor emissions basin wide. It should be noted that it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region. The computer models are not designed to determine whether the emissions generated by an individual development project, or even emissions from most relatively small-scale areas such as specific plan areas or community plan areas, will affect the date that the air basin attains the ambient air quality standards."*[16]

16 City of Los Angeles, *Air Quality and Health Effects – Sierra Club v. County of Fresno*, October 2019.

It is noted that in evaluating the AQMP itself, the Program EIR for the AQMP determined that construction activities associated with the AQMP were consistent with the AQMP despite identifying daily air pollutant emissions during construction activities that would exceed the SCAQMD mass daily thresholds for criteria pollutants. As discussed in **Section 3.0, Project Description**, implementation of the Proposed Plans would not substantially change the types of land uses that are allowed within the Harbor LA CPAs.

The second indicator of AQMP consistency is assessed by determining potential effects of permanent project operations on population, housing, and employment policy assumptions that were used in the development of the AQMP and the RTP/SCS. The AQMP emissions inventory is based in part on forecasted growth projections developed at the local jurisdiction level and aggregated by SCAG for the RTP/SCS. The City determines AQMP consistency at the project and local plan level through consistency with regional growth projections developed by SCAG; these growth projections are used in the AQMP to demonstrate the attainment timeline for the NAAQS and CAAQS (and are also used to document consistency with applicable state and regional GHG emissions targets). These growth projections were developed based on local input and a regional policy aimed at reducing per capita VMT, the SCS. Therefore, the assessment of impacts under this threshold focuses on assumptions incorporated into the AQMP related to regional growth forecasts.

Estimated regional growth contributes to both area and mobile source emissions that are included in the AQMP. If implementation of the Proposed Plans would render the underlying AQMP assumptions invalid by introducing growth within the SCAQMD jurisdiction that exceeds projections incorporated into the AQMP, a significant air quality impact may occur as those emissions have not been accounted for in the attainment demonstration. As mentioned in **Section 4.2.3, Regulatory Framework**, the primary land use policy directives of the 2020 RTP/SCS—which was used to formulate the basis of the 2022 AQMP—that are aimed at reducing air pollution focus on augmenting density in proximity to transit stations and encouraging mixed-use development and active transportation. The crux of the rationale behind concentrating new growth near transit hubs involves the shortening and displacement of passenger vehicle trips via increased transit ridership and accessibility of community destinations.

While the RTP/SCS makes specific assumptions regarding population, housing and employment down to the TAZ level, these assumptions represent only one way to interpret RTP/SCS polices. In the development of regional growth projections, SCAG adopts population, housing, and employment forecasts at the jurisdictional level (i.e., at the City level), which allows each jurisdiction flexibility in interpreting RTP/SCS policies as deemed appropriate at the local level to optimally achieve the identified goals. Reasonably anticipated growth from the Proposed Plans would not exceed the SCAG population, housing, or employment projections for the City as a whole and would further RTP/SCS goals by concentrating growth in proximity to transit and existing employment centers. As discussed in **Section 4.13, Population and**

Housing, the Proposed Plans would not induce significant population and employment growth, but rather would serve to accommodate predicted growth in preferred locations near existing and planned transportation infrastructure and existing employment, as encouraged in the RTP/SCS. Because the Proposed Plans would not increase reasonably anticipated development in the Harbor LA CPAs in a way that would be inconsistent with citywide growth forecasts, it would be consistent with the assumptions in the 2022 AQMP.

As discussed in **Section 4.7, Greenhouse Gas Emissions,** and **Section 4.10, Land Use and Planning**, the Proposed Plans would be consistent with the applicable goals of the RTP/SCS. Specifically, the Proposed Plans would incentivize new development opportunities around existing and planned transit systems; would direct growth to transit hubs and job centers; would encourage mixed-use development; and would encourage a variety of mobility options, such as making streets more walkable to promote pedestrian-friendly corridors. These growth strategies are consistent with the RTP/SCS and the 2022 AQMP. It is also noted that these strategies would be consistent with the Air Quality Element and the Framework Element of the *City of Los Angeles General Plan*.

In addition, the Proposed Plans would not conflict with 2022 AQMP assumptions regarding development projects including strategies to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations that are designed to address air quality impacts and required pollution control measures.

Furthermore, the Proposed Plans include goals and policies to improve air quality and the health of residents, such as: supporting measures that improve industrial operational efficiency and sustainability, reducing air quality impacts from freeways and truck routes, and encouraging zero emission vehicles. Therefore, impacts related to conflicting with—or obstructing implementation of—the applicable air quality plans would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.2-2 **Would the Proposed Plans result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

This impact would be significant and unavoidable for regional construction and operational activities. With respect to construction, depending on the construction years, sizes of future construction projects, and number of concurrent construction projects, VOC, NOx, CO, PM10, and PM2.5 emissions could exceed regional thresholds of significance. With respect to operations, VOC, PM10, and PM2.5 emissions would exceed regional thresholds of significance.

The SCAQMD CEQA Air Quality Handbook advises that for both construction and operational activities, if a project exceeds the identified project-level significance thresholds, its emissions would be cumulatively considerable, resulting in potentially significant adverse air quality impacts to the region's existing air quality conditions. In Appendix D to its "White Paper on Control Strategies to Address Cumulative Impacts from Air Pollution," the SCAQMD asserts that project-specific and cumulative significance thresholds are the same based on this reasoning, and projects that do not exceed project-specific thresholds are generally not considered to be cumulatively significant.[17] The following analyses were developed using the framing of cumulatively considerable impacts established by the SCAQMD in promulgating its thresholds.

Construction – Regional Emissions

Construction activity associated with reasonably anticipated development from the Proposed Plans have the potential to create air quality impacts through emissions produced by the use of heavy-duty construction equipment and by vehicle trips generated by construction worker commuting, construction vendor material deliveries, and haul truck trips to and from individual development sites within the Harbor LA CPAs. Fugitive dust (PM10 and PM2.5) emissions would primarily result from demolition and site preparation (e.g., grading) activities. NO_x emissions, a precursor emission to ozone for which the SCAB is also designated nonattainment, would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release VOCs, the other precursor emission to O3. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

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17 South Coast Air Quality Management District, *White Paper on Control Strategies to Address Cumulative Impacts from Air Pollution – Appendix D*, 2003, available online at: http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper-appendix.pdf?sfvrsn=4, accessed April 25, 2023.

SCAQMD's Rule 403, Fugitive Dust, is a control requirement for preventing, mitigating and controlling the release of airborne particulate matter emissions from earth moving activities. It is mandatory for all construction projects in the SCAB to comply with Rule 403 or face violations that would incur fines. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce PM2.5 and PM10 emissions associated with construction activities by approximately 61 percent.[18] New construction would also be subject to VOC emission limits for architectural coatings, adhesives, and sealants in the LA Green Building Code. In addition, SCAQMD Rules 1113 and 1168 establish VOC limits to control emissions from the application of architectural coatings, adhesives, and sealants.

Table 4.2-9, Estimated Maximum Daily Construction Emissions – Existing (2019), shows the estimated average daily construction emissions associated with the four sample construction activity scenarios for existing (2019) conditions, and **Table 4.2-10, Estimated Maximum Daily Construction Emissions – 2040,** presents the same activity emissions from sources in 2040 as generated using the regulatory emissions models. These scenarios are representative of reasonable construction activity intensities for individual future development projects in the Harbor LA CPAs. Results of the emissions modeling demonstrate that daily emissions of criteria pollutants from heavy-duty diesel equipment and trucks during construction activities could exceed the SCAQMD regional thresholds under reasonably anticipated circumstances for individual projects in 2019 (**Table 4.2-8**) while similar individual large projects in 2040 (**Table 4.2-9**) would not exceed the thresholds. In addition, it is anticipated that development under the Proposed Plans could result in several projects (small, medium, and the occasional large project) being constructed within the Harbor LA CPAs at any given time.

The City of Los Angeles Department of Building and Safety has established VOC content limits for architectural coatings, adhesives, and sealants as part of the Los Angeles Green Building Code (including a flat coating limit of 50 grams VOC per Liter and a non-flat coating limit of 100 grams VOC per Liter). Compliance with the Los Angeles Green Building Code is mandatory for new development projects within the City of Los Angeles. Implementation of the VOC content limits for architectural coatings under the Los Angeles Green Building Code and subsequent updates would substantially reduce the likelihood that off-gassing emissions from painting, finishing, and paving activities would exceed SCAQMD's air quality

18 SCAQMD, "Overview – Fugitive Dust Mitigation Measure Tables," available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/mitigation-measures-and-control-efficiencies/fugitive-dust/fugitive-dust-overview.pdf?sfvrsn=2, accessed April 25, 2023.

significance threshold for VOC. The SCAQMD has also published Rules 1113 and 1168 that limit VOC content in architectural coating applications, from which the City derived its Green Building Code limits. The use of architectural coatings with low VOC content would also eliminate the potential for daily VOC emissions to exceed the applicable SCAQMD threshold.

Table 4.2-9
Estimated Maximum Daily Construction Emissions – Existing (2019)

Example Scenarios – Daily Activity[1]	Pounds per Day					
	VOC	NOx	CO	SOx	PM10	PM2.5
2 Pc. Heavy-Duty Equipment, 25 Truckloads	2.1	28.1	18.4	<0.1	2.2	1.3
4 Pc. Heavy-Duty Equipment, 50 Truckloads	4.1	56.2	36.8	0.1	4.4	2.5
8 Pc. Heavy-Duty Equipment, 100 Truckloads	8.4	**113.0**	75.9	0.2	9.1	5.0
10 Pc. Heavy-Duty Equipment, 150 Truckloads	11.2	**152.0**	106	0.4	13.5	6.9
Regional Significance Threshold	***75***	***100***	***550***	***150***	***150***	***55***
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**

[1] *Equipment exhaust was estimated conservatively assuming eight hours per day of operation. Truck emissions were estimated assuming a round trip length of 40 miles.*

Table 4.2-9, Estimated Maximum Daily Construction Emissions – 2040, presents the emissions that would be generated by the same construction activity sources in the 2040 analytical year. The regulatory models account for mandatory improvements in engine technologies, control measures, and fuel efficiencies that are adopted at the state level, as well as the phase-out of older equipment and vehicles over time. Therefore, the aggregate fleet average emission factors in 2040 are considerably lower than in 2019. As shown in **Table 4.2-10**, construction of individual large projects within the Harbor LA CPAs in 2040 would not generate criteria pollutant or ozone precursor emissions in excess of any applicable SCAQMD regional threshold and would be considerably lower than the same scenarios in 2019. Therefore, the magnitude of construction-related emissions under the Proposed Plans would gradually decrease as they approach the 2040 horizon year.

Table 4.2-10
Estimated Maximum Daily Construction Emissions – 2040

Example Scenarios - Daily Activity[1]	Pounds per Day					
	VOC	NOx	CO	SOx	PM10	PM2.5
2 Pc. Heavy-Duty Equipment, 25 Truckloads	0.8	7.9	7.7	<0.1	1.4	0.5
4 Pc. Heavy-Duty Equipment, 50 Truckloads	1.6	15.7	15.4	0.1	2.9	1.1
8 Pc. Heavy-Duty Equipment, 100 Truckloads	3.2	31.5	31.4	0.2	6.0	2.2
10 Pc. Heavy-Duty Equipment, 150 Truckloads	4.2	42.2	42.7	0.2	9.4	3.3
Regional Significance Threshold	***75***	***100***	***550***	***150***	***150***	***55***
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
[1] Equipment exhaust was estimated conservatively assuming eight hours per day of operation. Truck emissions were estimated assuming a round trip length of 40 miles.

As shown above, construction activities could exceed the SCAQMD regional thresholds under reasonably anticipated circumstances for individual projects in 2019 (**Table 4.2-9**) while similar individual large projects in 2040 (**Table 4.2-10**) would not exceed the thresholds. In addition, it is anticipated that development under the Proposed Plans could result in several projects (small, medium, and the occasional large project) being constructed within the Harbor LA CPAs at any given time. As it is possible that multiple construction projects would occur within the relatively large CPAs, construction-related emissions could combine to exceed the regional thresholds of significance.[19] Therefore, reasonably anticipated construction from the Proposed Plans could result in a ***potentially significant*** impact related to regional emissions of criteria pollutants.

Operations

Reasonably anticipated future development from the Proposed Plans would generate long-term regional air pollutant emissions, which would result from mobile sources (motor vehicle exhaust) and area sources, such as consumer products and natural gas combustion. Emissions from motor vehicle exhaust were estimated using VMT data for existing conditions, 2040 Without the Proposed Plans, and 2040 With the

19 For example, **Table 4.2-10** demonstrates that a combination of one small construction project (two pieces of equipment and 25 truckloads), three medium construction projects (eight pieces of equipment and 100 truckloads each), and one large construction project (10 pieces of equipment and 150 truckloads) in the year 2040 would exceed the NOx threshold of significance. While it is anticipated that development under the Proposed Plans could result in several projects (small, medium, and the occasional large project) being constructed at any given time, it would be speculative to model specific project years, sizes of projects, or number of concurrent construction projects. Thus, this analysis conservatively assumes that any number of construction scenarios could occur, potentially combining to exceed regional thresholds of significance for VOC, NOx, CO, PM10, and PM2.5. It is not anticipated that SOx emissions would exceed the threshold of significance.

Proposed Plans. **Table 4.2-11, Daily VMT for the Harbor LA Community Plan Areas,** shows the estimated regional daily VMT associated with all vehicle trips having origins or destinations in the Harbor LA CPAs for the aforementioned conditions that were used in the mobile source emissions analysis. As shown, total daily VMT would increase from existing conditions to 2040 With Proposed Plans conditions. The increase in total VMT can be attributed to ambient regional growth, as well as the increases in households and employment in the Harbor LA CPAs resulting from implementation of the Proposed Plans, which are described in **Section 4.13, Population, Housing, and Employment**. The daily VMT estimates were utilized in conjunction with stationary source utility demand to assess regional operational air pollutant emissions generated under the Proposed Plans.

Additional sources of air pollutant emissions associated with land use development include natural gas consumption and landscaping, as well as VOC emissions from consumer products (i.e., cleaning supplies and solvents). Area source emissions in the Harbor LA CPAs are attributed to the use of consumer products and landscaping equipment, and energy source emissions are attributed to natural gas combustion in both residential and non-residential land uses. The 2040 Without Proposed Plans condition was included for informational purposes and was not relied on for the air quality impact analysis or conclusions.

Table 4.2-11
Daily VMT for the Harbor LA Community Plan Areas

Scenario	Community Plan Area Trips Daily VMT
Existing (2019)	
Harbor Gateway CPA	1,016,662
Wilmington–Harbor City CPA	1,879,339
Total Harbor LA CPAs	**2,896,001**
2040 Without Proposed Plans	
Harbor Gateway CPA	1,374,952
Wilmington–Harbor City CPA	2,234,178
Total Harbor LA CPAs	**3,609,130**
2040 With Proposed Plans	
Harbor Gateway CPA	2,337,332
Wilmington–Harbor City CPA	2,591,888
Total Harbor LA CPAs	**4,929,220**

*Source: Cambridge Systematics, 2023. See **Section 4.15, Transportation and Traffic.***
Note: The 2040 Without Proposed Plans scenario is included for informational purposes and not for impact analysis or conclusions.

Table 4.2-12, Community Plan Area Land Use Summary, presents estimates of the existing and reasonably anticipated number of residential units and square footage of non-residential development within the

Harbor LA CPAs. Estimates of daily regional operational emissions were calculated using the values presented in **Table 4.2-12** and emissions factors obtained from survey data contained in CalEEMod version 2022.1.1.12 and the Los Angeles Department of Water and Power Urban Water Management Plan.[20,21]

Table 4.2-12
Community Plan Area Land Use Summary

Land Use Statistics	2019 Existing Conditions	2040 Without Proposed Plans (No Project)	2040 With Proposed Plans
Residential Dwelling Units (Total)	36,275	39,158	47,202
Single-Family Units	14,510	15,674	15,380
Multi-Family Units	21,765	23,484	31,822
Commercial (Square Footage)	3,222,937	4,963,862	20,310,549
Hybrid (Square Footage)	0	0	2,489,740
Industrial (Square Footage)	10,782,251	16,440,068	14,498,309
Public Facilities (Square Footage)	392,790	2,434,303	2,886,848

Source: Cambridge Systematics, 2023. See ***Section 4.15, Transportation and Traffic.***
Note: The 2040 No Project scenario is included for informational purposes, and not used in the impact analysis or determination of significance

Table 4.2-13, Estimated Regional Operational Emissions, presents estimated regional daily emissions under each scenario. Relative to existing conditions, daily emissions of NOx and CO would be lower under the Proposed Plans condition in 2040. Daily SOx emissions would be higher than those estimated under existing conditions; however, the incremental increase in daily SOx emissions would be below the SCAQMD regional air quality significance thresholds. The difference in daily VOC, PM10, and PM2.5 emissions between existing conditions and the Proposed Plans in 2040 would exceed the applicable SCAQMD mass daily thresholds. The increase in VOC emissions from area sources is predominately attributed to the use of consumer products (such as deodorants, hair sprays, cleaning products, spray paint, solvents, and insecticides) that are estimated uniformly based on the square footage of residential and nonresidential development using an emission factor from CalEEMod that is specific to the SCAQMD jurisdiction (1.98×10^{-5} lb. VOC per square foot per day).[22] This factor value represents a regional average

20 California Air Pollution Control Officers Association, *California Emissions Estimator Model (Version 2022.1) User's Guide,* 2022, available online at: https://www.caleemod.com/user-guide, accessed May 2, 2023.

21 Los Angeles Department of Water and Power, *Urban Water Management Plan*, 2015.

22 California Air Pollution Control Officers Association, *California Emissions Estimator Model (Version 2022.1) User's Guide, Appendix C,* 2022, available online at: https://www.caleemod.com/user-guide, accessed May 2, 2023.

emission factor that was derived from CARB consumer product Emission Inventory, and does not reflect future VOC content reductions that will occur.

The VOC content of consumer products is regulated by CARB at the state level. CARB reviews product databases and identifies opportunities to achieve maximum feasible VOC reductions from consumer products that are technologically and commercially viable. CARB acknowledges that improvements in consumer products control strategies are essential to eventually meeting the federal air quality standards statewide. CARB is committed to reducing VOC emissions in the SCAQMD jurisdiction by between one to two tons per day by 2023 and by between four to five tons per day by 2031 through the SIP and has proposed new VOC content regulations for manual aerosol air fresheners, crawling bug insecticides, hair care products, and personal fragrance products.[23] As an example, to achieve the South Coast Air Basin VOC reductions that were committed to in the AQMP, by 2031 CARB is proposing to reduce VOC content limits on manual aerosol air fresheners from an existing VOC content standard of 20–30 percent down to five percent (approximately 80 percent reduction), a limit on personal fragrance products from an existing VOC content standard of 75 percent down to 50 percent (approximately one-third reduction), and limits on aerosol crawling bug insecticide from an existing VOC content standard of 15 percent down to six percent (approximately 60 percent reduction).[24] However, emissions modeling conservatively employed the CalEEMod consumer products emission factor and does not factor in the planned reductions.

With respect to mobile sources, as shown in **Table 4.2-13**, future daily regional emissions under implementation of the Proposed Plans are generally expected to decrease relative to existing emissions, with the exception of particulate matter emissions attributed to brake and tire wear and road dust. As shown in more detail in **Appendix 4.2**, PM10 and PM2.5 exhaust emissions would decrease compared to existing conditions while PM10 and PM2.5 dust emissions would increase compared to existing conditions. The increase in dust-related particulate matter emissions is due to the increase in total VMT. The improvement to exhaust-related emissions is largely a result of improvements in vehicular engine efficiency technologies and fuel pollutant concentrations that are projected to occur between existing conditions and 2040 resulting from more stringent statewide regulations. Future emissions are calculated based on implementation of known and approved regulations that are accounted for the in CARB EMFAC application.

23 SCAQMD, *Final 2016 Air Quality Management Plan – Table 4-5*, March 2017.

24 CARB, *Public Webinar for Proposed Amendments to the Consumer Products Regulations*, November 2020.

Table 4.2-13
Estimated Regional Operational Emissions

Scenario	Daily Emissions (Pounds per Day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
Existing Conditions (2019)						
Mobile Sources	389.0	1,493.0	12,301.0	25.0	830.0	167.0
Area Sources	1,821.0	269.0	2,760.0	1.7	21.5	22.1
Energy Sources	18.2	314.0	160.0	2.0	25.1	25.1
Total	**2,228.2**	**2,076.0**	**15,221.0**	**28.7**	**876.2**	**214.2**
2040 Without Proposed Plans						
Mobile Sources	225.0	414.0	6,836.0	22.7	1,015.0	187.0
Area Sources	2,177.0	289.0	3,380.0	1.8	23.2	23.9
Energy Sources	21.7	378.0	206.0	2.4	30.0	30.0
Total	**2,423.7**	**1,081.0**	**10,422.0**	**26.9**	**1,068.2**	**240.9**
2040 With Proposed Plans						
Mobile Sources	308.0	566.0	9,336.0	31.1	1,386.0	256.0
Area Sources	2,896.0	295.0	4548.0	1.9	23.9	24.9
Energy Sources	24.1	421.0	235.0	2.6	33.4	33.4
Total	**3,228.1**	**1,282.0**	**14,119.0**	**35.6**	**1,443.30**	**314.3**
Net Daily Emissions						
Change from Existing Conditions	**999.9**	-794.0	-1,102.0	6.9	**567.1**	**100.1**
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceed Threshold?	**Yes**	**No**	**No**	**No**	**Yes**	**Yes**

Note: The 2040 Without Proposed Plans scenario is included for informational purposes and not for impact analysis or conclusions. Net emissions refer to the difference between Proposed Plans and existing conditions. Emissions reported for the highest daily pollutant for either summer or winter.

While exhaust emissions from mobile sources are generally expected to decrease over time as a result of statewide emissions reductions measures, the anticipated ambient growth in residential housing and non-residential reasonably anticipated development under the Proposed Plans would result in increased use of consumer products and natural gas. When compared to existing conditions, future development in the Harbor LA CPAs, could result in daily emissions of VOC from these sources that would exceed the SCAQMD regional significance threshold. Reasonably anticipated development in the Harbor LA CPAs would increase the use of consumer products, which is the predominant contributor to operational VOC emissions, as described above. Available emission factors for consumer products VOC emissions used in the analysis represent SCAQMD regional averages derived from the 2008 CARB consumer product emission inventory, when the statewide inventory was approximately 239.6 lbs/day.[25] CARB continually

25 California Air Pollution Control Officers Association, *California Emissions Estimator Model (Version 2022.1) User's Guide, Appendix D*, 2022, available online at: https://www.caleemod.com/user-guide, accessed May 2, 2023.

applies increasingly stringent regulations on consumer products, and the emissions presented in this document represent highly conservative estimates of VOC emissions from area sources within reasonably anticipated development in the operational year of 2040. Additionally, area and energy-related increases in emissions of NO_x and CO would be offset by the decrease in mobile source emissions of NO_x and CO. Emissions of SO_x would generally remain the same as existing conditions for area and energy sources and would decrease substantially for mobile sources.

Nevertheless, because operational emissions would exceed the SCAQMD daily emissions thresholds for VOC, PM10, and PM2.5, impacts are considered ***potentially significant***.

Mitigation Measures

Construction

Air Quality Standard (AQ1) – Operation of Construction Equipment

AQ-1 For any project whose construction activities involve the use of construction equipment and requires a permit from the Los Angeles Department of Building and Safety (LADBS), consistent with SCAQMD Rule 403, the best available dust control measures shall be implemented during Ground Disturbance Activities and active construction operations capable of generating dust.

AQ-2 For any project whose construction activities involve the use of construction equipment requires a permit from LADBS, maintain construction equipment in good, properly tuned operating condition, as specified by the manufacturer, to minimize exhaust emissions. Documentation demonstrating that the equipment has been maintained in accordance with the manufacturer's specifications shall be maintained per the proof of compliance requirements for a minimum of five years after the Certificate of Occupancy is issued.

All construction equipment shall achieve emissions reductions that are no less than what could be achieved by a Tier 3 diesel emission control strategy for a similarly sized engine as defined by CARB regulations.

AQ-3 For any project whose construction activities involve the use of construction equipment and requires a permit from LADBS, Vehicle idling during construction activities shall be limited to five minutes as set forth in the California Code of Regulations, Title 13, Section 2449. Signs shall be posted in areas where they will be seen by vehicle operators stating idling time limits.

AQ-4 For any project whose construction activities involve the use of construction equipment and requires a permit from LADBS, electricity from power poles rather than temporary gasoline or diesel-powered generators shall be used To the Extent Available and Feasible.

AQ-5 For any project whose construction activities involve the use of construction equipment requires a permit from LADBS and involves at least 5,000 cubic yards of on-site cut/fill on any given day, all off-road diesel-powered construction equipment equal to or greater than 50 horsepower shall meet the U.S. Environmental Protection Agency's (U.S. EPA) Tier 4 emission standards during construction. Operators shall maintain records of all off-road equipment associated with Project construction to document that each piece of equipment used meets these emission standards per the proof of compliance requirement for a minimum of five years after the Certificate of Occupancy is issued.

In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

AQ-6 For any project whose construction activities involve the use of construction equipment, requires a permit from LADBS and involves at least 5,000 cubic yards of on-site cut/fill on any given day, construction equipment less than 50 horsepower shall use low polluting fuels (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline).

In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

AQ-7 For any project whose construction activities involve the use of construction equipment, require a permit from LADBS, and involve more than 90 round-trip haul truck trips on any given day for demolition debris and import/export of soil, construction haul truck operators for demolition debris and import/export of soil shall use trucks that meet the California Air Resources Board's (CARB) 2010 engine emissions standards at 0.01 g/bhp-hr. of particulate matter (PM) and 0.20 g/bhp-hr. of nitrogen oxides (NOX) emissions. Operators shall maintain records of all trucks associated with Project construction to document that each truck used meets these emission standards per the proof of compliance requirements in Subsection I.D.6.

In lieu of compliance with the above requirement, an air quality study prepared in accordance with the SCAQMD's Air Quality Handbook may be provided by the Applicant or Owner demonstrating that Project construction activities would not exceed the SCAQMD's regional and localized construction thresholds.

AQ-8 For any project whose construction activities involve the use of construction equipment and requires a permit from LADBS, construction contractors shall reroute construction trucks away from congested streets or Sensitive Uses, as feasible. The burden of proving that compliance is infeasible shall be upon the Applicant or Owner. Where avoiding Sensitive Uses and congested streets altogether is infeasible, routing away from Sensitive Uses shall be prioritized over routing away from congested streets.

Significance After Mitigation

Construction

As indicated above, individual construction projects in 2019 with eight or more heavy duty pieces of equipment on-site and operating eight hours per day and over 100 daily truckloads of hauling could exceed SCAQMD regional significance thresholds and there may be several future year construction projects underway in the Harbor LA CPAs at any one time.[26] Projects that would require this level of equipment use/truck trips would be expected to be larger than the threshold for site plan review and would require discretionary review. **Mitigation Measures AQ-1** through **AQ-8** would reduce regional and localized emissions generated by various construction activities, including equipment operation, truck trips, and painting. For construction impacts, the use of Tier 4 equipment would result in a 50 to 90 percent reduction in NO_x and particulate matter emissions from diesel-powered off-road construction equipment relative to Tier 3 engines, which are typically used as the industry standard. Requiring engines to meet Tier 4 emissions standards is becoming more common as the equipment is more widely available and would reduce emissions for some construction projects that would otherwise have significant impacts based on SCAQMD thresholds to a less than significant level. Los Angeles County Metropolitan Transportation Authority already requires the use of Tier 4 engines in all their construction projects. However, on-road

[26] **Table 4.2-10** demonstrates that a combination of one small construction project (two pieces of equipment and 25 truckloads), three medium construction projects (eight pieces of equipment and 100 truckloads each), and one large construction project (10 pieces of equipment and 150 truckloads) in the year 2040 would exceed the NOx threshold of significance. While it is anticipated that development under the Proposed Plans could result in several projects (small, medium, and the occasional large project) being constructed at any given time, it would be speculative to model specific project years, sizes of projects, or number of concurrent construction projects. Thus, this analysis conservatively assumes that any number of construction scenarios could occur, potentially combining to exceed regional thresholds of significance for VOC, NOx, CO, PM10, and PM2.5. It is not anticipated that SOx emissions would exceed the threshold of significance.

heavy-duty haul trucks are not regulated under the same off-road emissions standards and the City cannot feasibly require all construction-related on-road trucks operating within City limits to adhere to more stringent engine emissions standards.

Furthermore, as shown in **Table 4.2-9**, by the horizon year of 2040 even the largest of individual construction projects within the Harbor LA CPAs would be unlikely to generate daily emissions of criteria pollutants and O3 precursors in excess of the SCAQMD regional mass daily thresholds due to improvements in engine technologies, control measures, and fuel efficiency. As noted above, multiple construction projects may be underway at any given time, and those emissions should be considered cumulatively as occurring under the Proposed Plans. However, the material effect of the Proposed Plans related to construction emissions would be attributed to the incremental change in total off-road equipment and on-road vehicle activity within the CPA on a daily basis relative to activities occurring under Existing Conditions. This incremental impact is not possible to determine in the absence of a comprehensive project inventory programmed through the Proposed Plans horizon year of 2040. Although the Proposed Plans would involve revisions to the existing zoning designations, it is not feasible to determine if its implementation would spur an increase in daily construction equipment or heavy-duty vehicle use throughout the Harbor LA CPAs. While some zoning changes would increase allowable land use density on particular parcels, implementation of the Proposed Plans would not necessarily accommodate larger project sites than under existing conditions, which might reduce logistical constraints on the number of equipment and vehicles that could access a given construction site on a daily basis, thereby increasing the average project's daily hours of activity. It is also impossible to verify whether implementation of the Proposed Plans would accelerate the rate of redevelopment within the Harbor LA CPAs, which could affect the number of active construction sites that may be under development simultaneously.

Substantial reductions in average equipment and vehicle emissions are anticipated to result from enforcement of mandatory regulatory actions. Based on adopted regulations, daily emissions of NO_x from the modeled construction activities at individual sites would be reduced by approximately 75 percent between the existing conditions and the 2040 horizon year. Specific reduction in emissions below the SCAQMD significance thresholds cannot be demonstrated in the absence of individual project details to assess. It is reasonable to assume that construction activities for an individual large development project in the Harbor LA CPAs or multiple medium and smaller projects could generate emissions that would exceed the SCAQMD regional significance threshold for NO_x despite emission reductions even with implementation of **Mitigation Measures AQ-1** through **AQ-8**. Therefore, the Proposed Plans are considered to result in a ***significant and unavoidable*** impact related to criteria pollutants for which the region is nonattainment under the NAAQS or CAAQS.

Operations

While PM10 and PM2.5 exhaust emissions would decrease compared to existing conditions, PM10 and PM2.5 dust emissions would increase compared to existing conditions. The increase in dust-related particulate matter emissions (brake and tire wear) is due to the increase in total VMT. No feasible mitigation measures are available to reduce on-road PM10 and PM2.5 dust emissions. With respect to VOC emissions, the VOC content of consumer products manufactured, distributed, sold, and used within the Harbor LA CPAs is regulated at the state level, and there is no jurisdictional authority to enforce consumer products VOC content within the CPA. No feasible mitigation measures are available to reduce long-term VOC emissions associated with implementation of the Proposed Plans to below SCAQMD thresholds. As such, impacts with respect to operational VOC, PM10, and PM2.5 emissions are ***significant and unavoidable.***

Associated Health Effects (Sierra Club v. County of Fresno)

The Court in *Sierra Club v. County of Fresno* held that projects with significant air quality impacts need to "relate the expected adverse air quality impacts to likely health consequences or explain why it is not feasible at the time of drafting to provide such an analysis, so that the public may make informed decisions regarding the costs and benefits of the project." Based on the above analysis and conclusions, the Proposed Plans would result in significant unavoidable impacts from construction emissions and operational emissions of VOC, PM10, and PM2.5. As discussed below, while additional information is provided about health effects of these pollutants, **Appendix 4.2** explains why it is not feasible to provide analysis to relate these significant impacts to likely health consequences.

There is no established pathway to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from individual construction projects or localized area plans such as the Proposed Plans (see **Appendix 4.2**). SCAQMD indicates that it may be feasible to analyze air quality related health impacts for projects on a regional scale with very high emissions of NO_X and VOCs, where impacts are regional. The example SCAQMD provided in its amicus brief in the *Sierra Club* decision was for proposed Rule 1315, which authorized various newly permitted sources to use offsets from the District's "internal bank" of emission reductions. The CEQA analysis accounted for essentially all of the increases in emissions due to new or modified sources in the SCAQMD between 2010 and 2030, or approximately 6,620 pounds per day of NO_X and 89,947 pounds per day of VOC, to expected health outcomes from O3 and particulate matter (e.g., 20 premature deaths per year and 89,947 school absences in the year 2030 due to ozone).

Accordingly, for the Proposed Plans, it is not feasible to directly correlate emissions of VOC and/or NO_X in the Harbor LA CPAs with specific health impacts from O_3. Further, SCAQMD's amicus brief notes that O_3 formation is not linearly related to emissions. Therefore, O_3 impacts vary depending on the location of the

emissions, the location of other precursor emissions, meteorology, and seasonal impacts, and because O3 is formed later and downwind from the actual emission. Lead agencies that use SCAQMD's thresholds of significance may determine that a project would have a significant air quality impact and must apply all feasible mitigation measures; however, it would not be able to precisely correlate the project to quantifiable health impacts, unless the emissions are sufficiently high to use a regional modeling program, which is not the case for the Proposed Plans.

With respect to particulate matter emissions, although CARB has a methodology that can predict expected mortality for large amounts of PM2.5, this methodology is not suited for project-level analyses and may provide unreliable results due to a variety of uncertainties, such as the representativeness of the demographics used in the methodology, as well as the specific source of PM and the corresponding health impacts. The use of this methodology for project-level analyses could result in unreliable findings and would not provide meaningful information. As such, it is not appropriate for the Proposed Plans.

As detailed in **Appendix 4.2,** while a number of models and tools are available to quantify emissions, these models are limited by a number of factors in determining health impacts of individual development and infrastructure projects as well as local plan-level projects. The U.S. EPA currently performs health impact assessments (HIAs) using the Community Multiscale Air Quality (CMAQ) model for pollutant transport modeling and Environmental Benefits Mapping and Analysis Program - Community Edition (BENMAP-CE) for health impact calculations. However, these models are designed to estimate health impacts over a large-scale area (e.g., city-wide, state-wide). In addition, the CMAQ model requires inputs such as regional sources of pollutants and global meteorological data, which are not readily accessible. Other general limitations of the current suite of models include not being able to model concentrations or dispersion of pollutants, the unsuitability of regional models in providing accurate results for local-level plans or individual projects, and limitations on being able to correlate concentrations to related health effects.

As noted in **Appendix 4.2**, "[f]or local plans or projects that exceed any identified SCAQMD air quality threshold, City EIR documents are able to identify and disclose generalized health effects of certain air pollutants but are currently limited and are unable to establish an accurate connection between any local plan or project and a particular health effect." At this time, it is infeasible for City EIRs to directly link a plan or project's significant air quality impacts with a specific health effect. A number of factors contribute to this uncertainty, including the regional scope of air quality monitoring and planning, technological limitations for accurate modeling at a local plan- or project-level, and the intrinsically complex nature between air pollutants and health effects in conjunction with local environmental variables.

Threshold 4.2-3 Would implementation of the Proposed Plans expose sensitive receptors to substantial pollutant concentrations?

This impact would be less than significant with mitigation incorporated for construction; significant and unavoidable for operational TAC-related impacts associated with distribution centers and warehouses.

Regarding health risks from existing emissions sources, the California Supreme Court ruling in *California Building Industry Association vs. Bay Area Air Quality Management District* (December 17, 2015) held that, "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project's risks exacerbate those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment – and not the environment's impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions." Assessing health risks from existing land uses equates to assessing the environment's impact on the project. The California Supreme Court ruled that this analysis would not be consistent with CEQA.

Construction – Localized Emissions

The analysis of localized pollutant concentrations and possible exposures of nearby sensitive receptors that would result from construction activities under the Proposed Plans evaluated emissions of ozone precursors and criteria pollutants in the context of the air quality standards, and also considered TAC emissions and associated receptor exposures and health risks.

Criteria Pollutants and Ozone Precursors. As discussed under Significance Thresholds, the SCAQMD developed area specific LST screening values for mass daily emissions of NO_x, CO, PM10, and PM2.5 to assess the possibility of elevated criteria pollutant concentrations occurring at sensitive receptors during construction and operation of individual development projects. The LST values are specific to the SRA in which an individual project is located and are based on historical air quality conditions and proximity to the nearest sensitive receptor(s). The Harbor LA CPAs encompass SRA 3, SRA 4, and SRA 12, and it is reasonable to assume that some individual projects in the Harbor LA CPAs would involve construction activity adjacent to existing and future sensitive receptors (e.g., residences and schools). However, the SCAQMD established in the PEIR for the 2022 AQMP that the LST screening methodology is not applicable to regional projects such as local general plans, specific plans, or air quality plans under the rationale that the details of the individual projects to implement these types of plans and their locations are not known

at the time of plan adoption.[27,28] A localized construction analysis would therefore be speculative for individual projects within the Harbor LA CPAs given the lack of a comprehensive redevelopment schedule that would need to include programmatic construction locations and construction activities under the Proposed Plans. However, a qualitative evaluation of possible localized impacts was prepared for informational disclosure as a conservative approach.

Notwithstanding that potential pollutant emissions cannot be quantified at this stage of the planning process; the possibility exists that adjacent construction projects could collectively generate emissions of PM10 and/or PM2.5 in excess of the LST screening values presented in **Table 4.2-6** and create elevated particulate concentrations at nearby receptors remains. Pollutant concentrations are typically highest near sources of emissions (within a few hundred feet) and dissipate with distance. Thus, sensitive receptors in and adjacent to the Harbor LA CPAs would be the most susceptible to emissions and concentrations of air pollutants resulting from construction activities that would occur with implementation of the Proposed Plans. Based on recent air quality data and SCAQMD research, particulate matter (PM10 and PM2.5) is the pollutant most likely to present possible public health concerns during construction within the Harbor LA CPAs. Sources of particulate matter involved in construction activities would include exhaust from diesel-fueled equipment and trucks as well as fugitive dust generated by earth-moving and ground-disturbing activities. Fugitive dust emissions would be reduced through compliance with SCAQMD Rule 403 for activities requiring earthwork and material movement, such as demolition and grading, which would decrease the likelihood of PM10 and PM2.5 concentrations exceeding the CAAQS at sensitive receptor locations in and adjacent to the Harbor LA CPAs. Compliance with and enforcement of regulatory measures to control emissions will reduce average emissions from off-road equipment and heavy-duty trucks over time as older units are phased out of the regional fleet inventory and newer equipment is introduced with engines meeting more stringent emissions standards.

The CARB maintains a statewide database of registered off-road equipment that has been tested and verified to comply with the tiers of emission control standards. The CARB 2020 in-use off-road equipment inventory analysis determined that off-road equipment with Tier 4 engines already represent the plurality of available units statewide,[29] with Tier 0–2 equipment promulgated to be phased out entirely by 2033

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27 SCAQMD, *Final Localized Significance Methodology*, Revised July 2008.

28 SCAQMD, *Final Program Environmental Impact Report for the 2022 Air Quality Management Plan*, p. 4.2-21, November 2022.

29 CARB South Coast AQMP Mobile Source Working Group, *CARB Strategies for Reducing Emissions from Off-Road Construction Equipment*, January 27, 2021.

under the CARB 2020 Mobile Source Strategy.[30,31] Furthermore, as of January 2023, heavy-duty on-road trucks are required to meet 2010 U.S. EPA emissions standards in accordance with the CARB Truck and Bus Regulation. The CARB EMFAC mobile source emissions inventory estimates that regional fleet average running exhaust emissions would decrease by over 60 percent for NO_x and would decrease by over 80 percent for particulate matter by 2028 on a per-mile basis. Because off-road equipment and heavy-duty truck use during construction generate diesel exhaust—which constitutes approximately 70 percent of the total ambient cancer risk from air pollution in the greater Los Angeles region—nearby sensitive receptors could be affected by criteria pollutant and TAC emissions during construction of individual projects. Although localized emissions of NO_x and particulate matter during construction would be controlled through regulatory compliance, impacts related to localized criteria pollutant (PM10 and PM2.5) emissions would be ***potentially significant*** before mitigation.

Toxic Air Contaminants. Some large individual projects may be subject to a requirement of preparing a Health Risk Assessment (HRA) to analyze potential carcinogenic risks and non-carcinogenic hazards resulting from concentrations of diesel PM at sensitive receptor locations generated by heavy-duty off-road construction equipment. OEHHA published a guidance manual in 2015 to assist the preparation of HRA for carcinogenic and non-carcinogenic exposures to air toxics in accordance with the Air Toxics "Hot Spots" Information and Assessment Act. The 2015 OEHHA HRA guidelines provide methodologies for assessing various types of environmental exposures to toxic contaminants, including inhalation exposures. The 2015 OEHHA HRA guidance relied upon a comprehensive review of the most up-to-date scientific literature to formulate the recommended exposure estimation methodologies. The OEHHA guidance acknowledges that children are especially susceptible to the effects of TAC exposure, and incorporated age sensitivity factors (ASFs) and age-specific daily breathing rates (DBRs) to account for the differences in sensitivity to carcinogens during early life exposure. OEHHA recommends a default ASF of 10 for the age range between the third trimester of pregnancy through two years, and an ASF of three for ages two through 15 years.

As a conservative measure to characterize maximum potential exposures of sensitive receptors to carcinogenic risks, residential exposures are assumed to begin at birth and exposures of children at schools are anticipated to begin at the lowest educational grade level. The OEHHA guidance provides recommended DBR values that are specific to the age of the receptor and the type of activity in which the receptor would be engaged during exposure, which are evaluated on a case-by-case basis. SCAQMD has not adopted guidelines to implement the 2015 OEHHA HRA guidelines for construction and indicated it is currently considering how to implement the guidelines. The City has only found one Air District, the San

30 CARB South Coast AQMP Mobile Source Working Group, *Development of Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation*, June 15, 2021.

31 CARB, *2020 Mobile Source Strategy*, October 28, 2021.

Joaquin Valley Air Pollution Control District, which has adopted guidelines to implement the 2015 OEHHA HRA guidelines. The Bay Area Air Quality Management District is undergoing a process to implement the guidelines as well.

The specific locations of future construction activity in the Harbor LA CPAs are not currently known. The construction health risk analysis is speculative given the lack of a construction location and construction activities. However, a review of several published EIRs for the largest development projects recently analyzed in the City did not show any significant impacts resulting from construction related to TACs. For example, none of the following recently reviewed projects had significant impacts from construction-related TACs:

- Olympia Project: 1.84 million new square feet, occupying a whole city block, and 284,000 cubic yards of soil export;[32]
- 2134 Violet Street Project: 569,448 square feet, involving a whole City block, with 239,000 cubic yards of soil export;[33]
- Crossroads Project: 1.4 million square feet in Hollywood Plan Area, 647,753 cubic yards of soil export;[34]
- Times Mirror Project: 1.5 million square feet on 3.6-acre city block, involving 37-story tower and a 53-story tower, and export of 364,000 cubic yards of soil;[35] and
- 5th and Hill Project: 260,689 square feet on 0.38-acre site, involving 53-story building, with 25,092 cubic yards of soil export.[36]

The only City EIR that was identified that found a potential impact related to TACs under a conservative worst-case scenario was the 6220 Yucca Project, which involved demolition of an existing structure and construction of 210 multi-family residential units, 136 hotel rooms and approximately 12,570 square feet of commercial/restaurant uses on a 1.16-acre site, with export 120,000 cubic yards of soil. The EIR found that impacts would be less than significant with mitigation.[37] The 6220 Yucca Project is the only recent development project identified with potentially significant impacts. The air quality analysis for this development project relied on a conservative measurement but found that application of standard

32 City of Los Angeles, *1001 Olympic (Olympia) Project*, 2018.

33 City of Los Angeles, *2143 Violet Street Project*, 2020.

34 City of Los Angeles, Department of City Planning, *Crossroads Hollywood Project*, 2017.

35 City of Los Angeles, *Times Mirror Square Project*, 2019.

36 City of Los Angeles, *5th and Hill Project*, 2018.

37 City of Los Angeles, *6220 Yucca Project*, 2020.

mitigation reduced impacts to a less than significant level. The mitigation identified for the 6220 Yucca project is substantially similar to mitigation identified above, as it relates to using Tier 4 equipment. Therefore, the Proposed Plans could result in substantial pollutant concentrations at sensitive receptors during construction activities before mitigation. As a result, this impact is considered ***potentially significant***.

Operations

An important element to consider regarding potential future exposures of residents within the Harbor LA CPAs to air pollution from nearby freeway traffic is that regional air quality is improving over time, and mandated advancements in fuel efficiency and alternative fueled vehicles will reduce aggregate fleet average pollutant emissions from mobile sources in the future. The trend of decreasing pollutant concentrations in the Los Angeles area has been documented for some time, especially as evidenced in the SCAQMD Multiple Air MATES reports. Using the regional toxic air contaminants emissions inventory and monitored concentrations at 10 locations throughout its jurisdiction, the SCAQMD determined that the population-weighted average carcinogenic risk within the South Coast Air Basin decreased by approximately 57 percent (from 853 per million to 367 per million) between the 2002–2004 monitoring period (MATES III) and the 2012–2013 monitoring period (MATES IV).[38] The MATES V study concluded that the average background cancer risk within the Basin is approximately 455 chances per million. The MATES-V study also indicated that the average amount of diesel particulate matter has decreased by 53 percent in the Basin since the publication of the MATES-IV study.[39] As the regional vehicle fleet turns over and older vehicles are replaced with newer ones, improvements to fuel efficiency and engine technologies will continue to result in decreases in ambient carcinogenic risk throughout the South Coast Air Basin and the City of Los Angeles.

Regarding exposures of sensitive receptors to pollutant concentrations near heavily-trafficked roadways, the Air Quality analyses within the SCAG Program Environmental Impact Reports (PEIRs) for the 2016–2040 RTP/SCS and the 2020–2045 RTP/SCS addressed the forecasted regional reduction in carcinogenic risk at residential receptors near heavily-trafficked freeway segments in the SCAG region.[40,41] The 2016–2040 RTP/SCS has the same horizon year as the analysis prepared for the Proposed Plans and examined how

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38 SCAQMD, *MATES IV Final Report – Multiple Air Toxics Exposure Study in the South Coast Air Basin*, May 2015.

39 South Coast Air Quality Management District, *MATES V Final Repor*t, 2021, available online at: http://www.aqmd.gov/docs/default-source/planning/mates-v/mates-v-final-report-9-24-21.pdf?sfvrsn=6, accessed May 5, 2023

40 SCAG, *Draft Program Environmental Impact Report for the 2016–2040 RTP/SCS*, December 2015.

41 SCAG, *Draft Program Environmental Impact Report for the Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*, December 2019.

concentrations and consequent exposures to mobile-source TACs would be projected to decrease in the future as vehicles with enhanced emission control and fuel efficiency technologies replace older vehicles in the regional fleet. The fleet turnover produces an effect of aggregate average per-vehicle emission rates being lower in future years compared to existing conditions, and air quality trends in the Harbor LA CPAs reflect this cause-and-effect. For example, the 2016–2040 RTP/SCS PEIR estimated that the 30-year residential carcinogenic risk from mobile source emissions along selected freeway segments would decrease by an average of 92 percent over the corresponding planning horizon.

The freeway segment closest to the Harbor LA CPAs that was analyzed in the 2016–2040 RTP/SCS PEIR was a 1.0-mile segment of Interstate 110 (I-110) in Carson. The HRA concluded that the modeled ambient 30-year residential cancer risk near I-110 in Carson would decrease from approximately 664 per million in the base year of 2012 to approximately 46 per million in 2040 with implementation of the 2016–2040 RTP/SCS, representing a reduction of over 93 percent. Based on this analysis and the SCAQMD MATES research, ambient carcinogenic risks near busy freeways in the vicinity of the Harbor LA CPAs are anticipated to decrease by over 90 percent by the Proposed Plans horizon year of 2040, which would reduce the likelihood of adverse health effects in the surrounding communities.

Similarly, the Program EIR for the 2020 RTP/SCS (Connect SoCal PEIR, certified May 13, 2020) included a long-term forecast HRA for representative high-truck-volume freeway segments throughout the region—Interstate 110 (I-110), I-710 and I-60 were included for LA County—that assessed cancer risks for 30-year residential exposure adjacent to freeways comparing 2019 conditions to 2045 conditions.[42] The conclusions of the Connect SoCal PEIR with respect to health risk adjacent to freeways are relevant as updates to the forecasts in the near-freeway HRA in the 2016–2040 RTP/SCS PEIR. The maximum cancer risks for receptors adjacent to the three freeway segments in LA County were shown to be reduced by 51 percent to 73 percent (66 percent on average) in 2045 compared to existing 2019 conditions as a result of expected federal and state regulations pertaining to fuel efficiency and engine technologies. The Connect SoCal PEIR concluded that, "[d]ue to the significant reduction in DPM emissions and associated health risk, overall risk is reduced and therefore, impacts are considered less than significant" (at page 3.3-77 through 3.3-78). Reducing community exposures to pollution from high-volume roadways is a subject that has garnered substantial regulatory attention from CARB and the regional air quality districts, and considerable research has been conducted to evaluate methods to reduce exposures of sensitive receptors to mobile source pollution.[43]

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42 SCAG, *Draft Program Environmental Impact Report – Connect SoCal: The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments,* December 2019.

43 CARB, *Technical Advisory – Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways*, April 2017.

One of the methods that CARB recommends to reduce indoor exposures to roadway source air pollution is the installation of high-efficiency filtration units in controlled air ventilation systems. To address this public health concern, the City adopted the Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings.[44] The Ordinance requires that all new mechanically ventilated buildings within 1,000 feet of a freeway have ventilation systems outfitted with filtration devices achieving at a Minimum Efficiency Reporting Value (MERV) of 13 (City Ordinance No. 184,245 – Municipal Code § 99.04.504.6). CARB research indicates that ventilation systems with MERV 13 rated filters are capable of removing up to 90 percent of particulate matter less than 2.5 microns in diameter (PM2.5) relative to ambient outdoor concentrations.[45] This Ordinance requires that these filters be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual. Design of new residential units permitted within 1,000 feet of the local freeways would be required to comply with the ordinance, as well as other provisions of the Los Angeles Green Building Code related to air ventilation and outdoor air infiltration through the building envelope.

Another pollutant for which land development, and in particular increased traffic congestion, can potentially create impacts is CO. Elevated CO levels can occur at roadway intersections that experience high traffic volumes and high levels of engine idling. Historically, mobile source-related CO concentrations at high-volume (e.g., congested) intersections have been linked to health concerns according to U.S. EPA and SCAQMD. According to the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*, requirements for cleaner vehicles, equipment, and fuels have cut peak CO levels in half since 1980 despite growth (CARB 2004).[46] However, with cleaner technologies, automobile emissions of CO have steadily declined over the years and in 2001, the SCAB met both the federal and state 8-hour CO standards at all monitoring stations for the first time. CO attainment was also demonstrated in the 2003 AQMP and the region has remained in attainment of CO standards ever since.

Within the City of Los Angeles, the busiest intersection evaluated in 2003 was that at Wilshire Boulevard and Veteran Avenue (located outside the Harbor LA CPAs), which had a daily traffic volume of approximately 100,000 vehicles per day. The 2003 1-hour concentration for this intersection was 4.6 ppm, which indicates that the most stringent 1-hour CO standard (20.0 ppm) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day.[47] With implementation of

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44 City of Los Angeles Department of City Planning, Ordinance Number 184,245 Clean Up Green Up, Council File No. 15-1026, adopted April 13, 2016.

45 CARB, *Technical Advisory – Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways Appendix B*, April 2017.

46 CARB, *2004 Revision to the California State Implementation Plan for Carbon Monoxide*, 2004.

47 City of Los Angeles, *South Los Angeles and Southeast Los Angeles Community Plans Draft EIR*, 2016.

the Proposed Plans, no intersection in the Harbor LA CPAs would experience daily trip volumes exceeding 400,000 vehicles per day. Therefore, the Proposed Plans have no potential to generate localized CO concentrations at intersections that exceed state CO standards. Impacts related to CO standards would, therefore, be ***less than significant***.

The Harbor LA CPAs land use composition primarily includes residential, commercial and industrial uses. The residential and commercial land uses reasonably expected from the Proposed Plans typically do not generate TAC emissions that would expose people to substantial pollutant concentrations. However, new heavy industrial development within the Harbor LA CPAs is allowed. Regarding heavy industrial development, including potential warehouse or distribution center operations, new industrial sources of emissions are subject to SCAQMD Regulation XIII (New Source Review). Under this rule, hazardous facilities are legally subject to provisions that require public notice and modeling analysis to determine and, if necessary, mitigate the downwind impact prior to permit issuance. Permit issuance for these hazardous facilities under the Proposed Plans would be handled on a case-by-case basis, and the emissions modeling analysis would be project-specific. Each individual future industrial project would be responsible for demonstrating compliance with the air quality thresholds of significance devised by the SCAQMD that are designed to protect public health and prevent exposures to substantial pollutant concentrations.

The operation of distribution centers with large truck fleets could also generate TAC emissions from diesel-fueled sources that could impact sensitive receptors. Because there are existing and proposed residential uses in the Harbor LA CPAs, new distribution facilities could potentially be located near sensitive uses. Based on various health studies, air quality modeling, and monitoring studies, the CARB recommends avoiding the siting of new sensitive land uses (e.g., residences, schools, and medical facilities) within 1,000 feet of a distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU operations exceed 300 hours per week in order to preclude substantial health risks from diesel emissions. The CARB also recommends avoiding locating residences and other new sensitive land uses near distribution center entry and exit points. Based on these recommendations, the location of a new distribution center that accommodates more than 100 trucks or 40 TRUs per day and is located within 1,000 feet of an existing or proposed residence or other sensitive land use could result in significant health risks.

The actual level of risk would depend on a variety of factors that can only be determined once the specifics of a project (i.e., the type, location, and size of the facility, any permitted on-site sources, and the daily truck volumes) are known. In many cases, the preparation of a detailed HRA for a specific project may reveal that significant cancer risks would not occur or identify ways in which elevated cancer and other health risks can be avoided. Health risks, particularly for especially susceptible populations (i.e., children and the elderly), may include aggravated asthma, chronic bronchitis, increased hospitalizations from respiratory

and cardiovascular complications, decreased lung function in children, lung cancer, and premature deaths for people with heart or lung disease (refer to **Appendix 4.2** for further discussion). However, absent project-level details, preparation of a meaningful HRA is not possible at the plan level and it cannot be determined with any certainty that health risks would remain below SCAQMD thresholds. Based on the above, operations would result in a ***potentially significant*** impact related to sensitive receptor exposure to substantial pollutant concentrations for heavy industrial use operations involving high volumes of trucking activities.

Mitigation Measures

Construction

AQ-1 through **AQ-8**.

Operations

AQ-9 For applicants for distribution centers in the Harbor LA CPAs within 1,000 feet of sensitive uses that require discretionary permits and/or would accommodate more than 100 truck trips or 40 TRUs per day, prepare HRAs in accordance with SCAQMD and OEHHA guidance to identify the potential for cancer and non-cancer health risks. If cancer risks exceeding SCAQMD standards are identified, the Applicant shall identify opportunities to reduce emissions and associated risks. Methods may include, but are not limited to, limiting the number of trucks/TRUs accessing the site on a daily basis, locating distribution center entry and exist points as far as possible from sensitive land uses, and routing truck traffic away from sensitive land uses.

Significance After Mitigation

Construction

Application of Air Quality mitigation measures would reduce criteria pollutant and TAC emissions generated by construction activities, including equipment operation. For example, as discussed in the City of Los Angeles South and Southeast Los Angeles Community Plans DEIR and the 6220 Yucca Project DEIR, Tier 4 engines with horsepower ratings between 175 and 750 generate 90 percent less exhaust emissions, including diesel particulate matter, than Tier 2 or 3 engines. A thorough review of recent projects approved within the City did not identify any significant and unavoidable air quality impacts related to localized emissions of NO_x, PM10, or PM2.5. Impacts would be ***less than significant with mitigation***.

Operations

Application of **Mitigation Measure AQ-9** would reduce impacts associated with distribution centers and warehouses with high volumes of trucking activity to the degree feasible. Nevertheless, although the health risk impact associated with possible future distribution centers is speculative and the recommendations from the CARB upon which the determination of a potentially significant impact are by their nature "conservative," it cannot be determined that distribution centers or large warehouses with high trucking volumes in the Harbor LA CPAs would not result in health risks exceeding the SCAQMD thresholds. Therefore, TAC-related impacts associated with distribution centers and warehouses are conservatively considered ***significant and unavoidable***.

Associated Health Effects. Regarding emissions and resulting concentrations of TACs that could occur during operation of distribution centers and warehouses with substantial trucking activities, the greatest potential for exposure to substantial TAC concentrations adjacent to distribution centers and warehouses operations with implementation of the Proposed Plans would be diesel particulate emissions associated with heavy duty truck traffic. Distribution centers and/or warehouses are facilities that serve as a distribution point for the transfer of goods. Depending on the size and type, a warehouse/distribution center may have hundreds of diesel trucks that deliver, load, and/or unload goods, often operating seven days a week. To the extent that these trucks are transporting perishable goods, they are commonly equipped with diesel-powered transport refrigeration units (TRUs). In addition, cargo handling equipment such as forklifts and yard tractors are used to move goods at warehouses, which are also often powered by diesel engines. These are the primary diesel particulate emissions sources involved in distribution center and warehouse operations.

In 1998, following an exhaustive 10-year scientific assessment process, the CARB identified particulate matter from diesel-fueled engines as a TAC. Diesel exhaust causes health effects from both short-term—or "acute"—exposures, and long-term chronic exposures. The type and severity of health effects depends upon several factors including the amount of chemical exposure and the duration of exposure. Acute exposure to diesel exhaust may cause irritation to eyes, nose, throat and lungs, and some neurological effects, such as lightheadedness. Acute exposure may also elicit a cough or nausea, as well as exacerbated asthma. Chronic exposure to diesel exhaust in experimental animal inhalation studies has shown a range of dose-dependent lung inflammation and cellular changes in the lung and immunological effects. Based upon human and laboratory studies, there is considerable evidence that diesel exhaust is a carcinogen. Human epidemiological studies demonstrate an association between diesel exhaust exposure and increased lung cancer rates in occupational settings.

Adverse health risks—particularly to children whose lungs are still developing and the elderly who may have other serious health conditions or comorbidities—associated with exposures to diesel particulates and other TAC emissions from warehouses and distribution centers may include: (i) aggravated asthma; (ii) chronic bronchitis; (iii) increased respiratory and cardiovascular hospitalizations; (iv) decreased lung function in children; (v) lung cancer; and (vi) premature deaths for people with heart or lung disease. The actual level of risk would depend on a variety of factors that can only be determined once the specifics of a project (i.e., the land use development type and scale, proximity to sensitive receptors, locations of permitted sources of TAC emissions, and projected volume of daily trucking activities) are determined. In many cases, the preparation of a detailed HRA for a specific project may reveal that significant cancer risks to sensitive receptors would not occur or may identify other ways in which elevated cancer risks and other health hazards can be avoided. However, absent project-level details, preparation of a meaningful HRA that would provide informational value towards protecting public health is not feasible for all possible future warehouse and distribution center uses located within industrial zones of the Harbor LA CPAs.

Although the Proposed Plans would accommodate expansion of industrial land uses within the Harbor LA CPAs, attempting to quantify the possibility of diesel particulate or other TAC emissions from future warehouses and distribution centers contributing to significant TAC exposures of sensitive receptors would not provide any informational value at this stage of the planning process and is not feasible to any degree of accuracy. New industrial sources of emissions are subject to the SCAQMD Rule XIII (New Source Review). Under this rule, hazardous facilities are legally subject to provisions that require public notice and modeling analyses to determine and, if necessary, mitigate the downwind impact prior to permit issuance. Permit issuance for these hazardous facilities under the Proposed Plans would be handled on a case-by-case basis, and the emission modeling analysis would be project-specific by accounting for identified stationary sources and forecasted diesel trucking activity. Each individual future project would be responsible for demonstrating compliance with the SCAQMD air quality significance thresholds, including those for carcinogenic risk and noncarcinogenic hazards. **Mitigation Measure AQ-9** would reduce exposures of sensitive receptors to TAC concentrations associated with distribution centers and warehouses to the maximal degree feasible.

Threshold 4.2-4 Would implementation of the Proposed Plans result in other emissions (such as those leading to odor) adversely affecting a substantial number of people?

This impact would be less than significant.

Construction

Potential sources that could emit odors during construction activities include equipment exhaust and paving and painting activities. Such odors are localized, generally confined to the immediate area surrounding a construction site and transitory in nature. In addition, odors associated with construction activities are not those typically associated with odor complaints. Construction activities in the Harbor LA CPAs would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in duration. Construction activity would not cause a significant odor nuisance. Reasonably anticipated development for the Proposed Plans would not result in any other emissions during construction that could adversely affect a substantial number of people. Therefore, impacts related to construction odors under the Proposed Plans would be ***less than significant***.

Operations

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. Although industrial-related uses exist within the Harbor LA CPAs, implementation of the Proposed Plans would discourage the types of uses identified by the SCAQMD to generate nuisance odors. For example, Land Use Goal 20 of the Harbor Gateway Community Plan Update aims to promote industrial development that is compatible with adjacent land uses. Specifically, the Proposed Plans will implement land use and zone changes in targeted areas to create hybrid industrial areas that address compatibility issues between strips of industrial land that are abutting/adjacent to residential uses. In these targeted areas, uses will be limited to those that are more compatible with adjacent sensitive uses. These industrial transition areas seek to encourage a complementary mix of light manufacturing, innovative and cleantech industries, and commercial activity to support economic development and establish buffers between heavier industrial areas and residential neighborhoods, distancing intense industrial uses from sensitive uses. Both Proposed Plans also include Environmental Justice Goal 7, which aims to support prevention measures and design features from noxious activities that emit odors. The Proposed Plans would not generally promote the development of land uses inconsistent with those already existing in the Harbor LA CPAs.

On-site trash receptacles would have the potential to create adverse odors. Consistent with the Mayor's Clean Streets LA Program, trash receptacles would be located and maintained in a manner that promotes

odor control and would not result in substantially adverse odor impacts. Restaurant uses that may generate odors would be similar to existing uses within the Harbor LA CPAs and would be subject to the provisions of SCAQMD Rule 402 related to the prevention of public nuisance odors affecting a substantial number of people. Therefore, impacts related to operational odors under the Proposed Plans would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant impact.

4.2.7 CUMULATIVE IMPACTS

As discussed in **Section 4.2.2, Existing Environmental Setting**, the geographical formation of SCAB is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. Cumulative projects would include any reasonably anticipated development in the SCAB for regional air quality impacts, as well as reasonably anticipated development in and within 1,500 feet of the Harbor LA CPAs for localized air quality impacts. Air pollutant emissions in the SCAB are primarily generated by stationary and mobile sources.

AQMP Consistency. As discussed in **Section 4.2.3, Regulatory Framework**, the SCAQMD is responsible for developing programs to reduce emissions from stationary, mobile, and indirect sources to meet the NAAQS and CAAQS. The most recent of these programs is the 2022 AQMP. The 2022 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in GHG emissions and toxic risk, as well as efficiencies in energy use, transportation, and goods movement.

AQMP consistency is discussed under **Threshold 4.2-1.** As discussed therein, the Proposed Plans would not conflict with the 2022 AQMP or the Connect SoCal 2020-2045 RTP/SCS. The AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within areas under the SCAQMD jurisdiction, and to minimize the impact on the economy. Consistency with the AQMP is assessed by determining how a project accommodates increases in population or employment consistent with the applicable assumptions in the AQMP. The population and employment assumptions used by the SCAQMD to estimate regional

emissions in the AQMP are obtained from SCAG projections for cities and unincorporated areas in the SCAQMD's jurisdiction. The Proposed Plans would not facilitate population or employment growth exceeding the SCAG population or employment forecasts for the City as a whole. Therefore, implementation of the Proposed Plans would not conflict with the AQMP. Impacts related to AQMP consistency would be less than significant and would not be cumulatively considerable.

Criteria Pollutant Emissions for which the Region is Non-Attainment. In order to assess cumulative impacts of emissions, the SCAQMD recommends that projects be evaluated to determine whether they would be consistent with AQMP performance standards and project-specific emissions thresholds. In the case of the Proposed Plans, air pollutant emissions would be considered to be cumulatively considerable if the new sources of emissions exceed SCAQMD project-specific emissions thresholds. The cumulative context for consideration of most air quality impacts is the SCAB. The context for localized significance thresholds is within 1,500 feet of the project site per SCAQMD LST guidance, as health risks generally decrease by about 90 percent at 1,500 feet from the emission source.[48]

As discussed under **Threshold 4.2-2**, construction activities under the Proposed Plans could result in multiple construction projects simultaneously. Mitigation measures **AQ-1** through **AQ-8** would reduce construction related emissions to the extent feasible. However, without knowing the number of construction projects which could occur simultaneously, impacts would be significant and unavoidable and would be cumulatively considerable with construction in other parts of the City.

The nature of a Plan analysis is cumulative in itself, since it evaluates the potential for numerous individual projects to occur. SCAQMD indicates that projects that have significant impacts at a project level must also be determined to be significant at a cumulative level, this would result in a significant and unavoidable cumulative impact related to regional emissions of criteria pollutants. Furthermore, operational emissions of VOC, PM10, and PM2.5 would potentially exceed SCAQMD thresholds and substantially contribute to cumulative long-term air quality impacts related to emission of ozone precursors and ambient air quality standards for particulate matter. Thus, the incremental effect of the Proposed Plans related to nonattainment pollutants would be significant and unavoidable and would be cumulatively considerable.

Sensitive Receptors and Substantial Pollutant Concentrations. As indicated under **Threshold 4.2-3**, the residential, commercial, and industrial land uses that are reasonably anticipated to occur from the Proposed Plans typically do not generate TAC emissions that would expose people to substantial pollutant concentrations. The use of toxic compounds would be strictly regulated through the SCAQMD permitting process, which requires detailed HRAs, when applicable. New potential sources of substantial TAC

48 SCAQMD, *Final 2016 Air Quality Management Plan*, 2017.

emissions (i.e., gasoline dispensing facilities) are subject to SCAQMD Rule 1401, New Source Review of Toxic Air Contaminants. Compliance with the SCAQMD permitting process and Regulation XIV would ensure that new land uses would not generate TAC emissions exceeding the SCAQMD standards or adversely affect sensitive land uses. In addition, as discussed above, the Proposed Plans together with cumulative development would not result in localized CO concentrations that exceed SCAQMD CO significance thresholds. It should also be noted, as previously discussed in **Section 4.2.3, Regulatory Framework**, the SCAQMD has formed a working group to develop a guidance document for cumulative air toxics analyses for projects subject CEQA. The forthcoming guidance document will ensure future projects proposed within the Harbor LA CPAs are adequately assessed at the cumulative level and appropriate mitigation measures or project alternatives will be implemented as required on a case-by-case basis. However, operational impacts related to potential TAC exposures cannot be definitively determined to be less than significant, and therefore are conservatively identified to be significant and unavoidable and cumulatively considerable**.**

Odor. The Proposed Plans are not anticipated to facilitate the development of uses typically associated with odor complaints. While construction activity can emit odors, construction activity has not been identified as a source of odor complaints. Accordingly, future development occurring under the Proposed Plans would not cause a construction-related odor nuisance. With regards to operational activities, on-site trash receptacles would have the potential to create adverse odors. Consistent with the Mayors Clean Streets LA Program, trash receptacles would be located and maintained in a manner that promotes odor control. Impacts from Proposed Plans related to odors would be ***less than significant*** and would not be cumulatively considerable.

4.2.8 REFERENCES

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4.3 BIOLOGICAL RESOURCES

INTRODUCTION

This section provides an overview of biological resources within the areas that could potentially be affected by the Harbor LA Community Plans Update, which includes the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan (hereinafter, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans") and evaluates impacts associated with the Proposed Plans. Topics addressed in this section include habitats and sensitive species; Significant Ecological Areas (SEAs); wetlands, streams, and riparian habitat; wildlife movement; Habitat Conservation Plans (HCPs); and other applicable plans, policies, and ordinances related to biological resources.

4.3.1 EXISTING ENVIRONMENTAL SETTING

Regional Setting

The Harbor Gateway Community Plan Area and the Wilmington-Harbor City Community Plan Area collectively identified as the Harbor LA CPAs are located in a fully developed urban area approximately 20 miles south of downtown Los Angeles and directly north of San Pedro and the Port of Los Angeles. Biologically, the general area is within the Southern California Coast ecoregion. The Harbor LA CPAs lie in the California Floristic Province, within the Mediterranean biome characterized by a mild climate with dry summers and usually cool, damp winters. Native vegetation communities historically found in undeveloped areas of the California Floristic Province were dominated by chaparral, oak-sycamore riparian, oak woodland, walnut woodland, annual grasslands, or mixed scrub.

Local Setting

The Harbor LA CPAs are highly urbanized, containing and surrounded by developed areas. Over 90 percent of the Harbor LA CPAs land uses are zoned for development. Land uses include residential, industrial, commercial, public facilities, open space, and commercial.

With a population of approximately 124,684 people in 15.3 square miles, the density of Harbor LA CPAs are about 8,150 people per square mile; the Harbor LA CPAs are one of the most densely populated

communities in Los Angeles.[1] Consequently, there are few natural features outside of Ken Malloy Harbor Regional Park and Banning Park in the Harbor LA CPAs.

The main ecological feature located within the Harbor LA CPAs is Ken Malloy Harbor Regional Park, which includes the 45-acre Machado Lake (also known as Harbor Lake). In total, there are 15 parks and recreational facilities located within the Harbor LA CPAs; these include one regional park, four community parks, five neighborhood parks, and five pocket parks. The Harbor LA CPAs also include two cemeteries, Wilmington Cemetery and Roosevelt Memorial Park. All these facilities contain large, mature trees suitable for use as roosting and nesting habitats by native and migratory birds.

Significant Ecological Areas (SEAs)

The County of Los Angeles has designated Significant Ecological Areas (SEAs) that are ecologically important land and water systems that support valuable habitat for plants and animals, often including rare, threatened, or endangered species and/or special status communities. The Conservation Element of the City of Los Angeles General Plan (General Plan) recognizes SEAs identified by Los Angeles County as important for the preservation and maintenance of biodiversity as well as of special status species and communities. Areas that have been identified as a Significant Ecological Area in the Harbor LA CPAs are limited to the Ken Malloy Harbor Regional Park.[2]

Environmentally Sensitive Habitat Areas (ESHAs)

The southern portion of the Wilmington-Harbor City CPA is located within the Coastal Zone Boundary designated by the California Coastal Commission. Coastal Zone areas within the Wilmington Harbor CPA are predominantly industrial and are composed of port-related uses, oil-related sites, utility yards, and other industrial facilities. In addition, the Avalon Gateway and Promenade are located in the Coastal Zone. However, the Harbor LA CPAs are not located within any Local Coastal Program Areas, Marine Protected Areas, Areas of Special Biological Significance, or Critical Coastal Areas.[3]

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1 City of Los Angeles, American Community Survey (ACS) 2013-2017, available online at: www.planning.lacity.org, accessed August 2, 2023.

2 County of Los Angeles, *Significant Ecological Areas Policy Map,* available online at: https://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-3_significant_ecological_areas.pdf, accessed on June 9, 2022.

3 California Coastal Commission, "Local Coastal Program Areas," available online at: https://www.coastal.ca.gov/maps/lcp/, accessed July 6, 2023.

Sensitive Natural Communities and Special Status Species

Sensitive Natural Communities are those that are listed to the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) due to the rarity of the community in the state or throughout its entire range (globally). A special status species is a plant or animal species listed as designated (rare, threatened, or endangered) and candidate species or as some other special status, by federal, state, or local agencies, or by one or more special interest groups, such as the California Native Plant Society (CNPS) and CDFW. The CDFW and CNDDB were consulted to determine whether any sensitive species could occur in the Harbor LA CPAs.

The CNDDB is an online database maintained by CDFW to compile details on special status species' occurrences that scientists and knowledgeable citizens collect during field surveys. These data sources are not exhaustive of what may/did occur, older records do not always have accurate geographic references, and data available depend upon surveyors gathering and submitting the necessary information. The CNDDB is useful to examine historical occurrences of plants, animals, and plant communities of special concern that were documented in an area to assess natural habitats that were present before disturbance and that have potential for restoration.

The Wilmington-Harbor City Community Plan identifies Ken Malloy Harbor Regional Park as a safe haven for more than 300 species of migratory birds. At approximately 231 acres, Harbor Park, as it is commonly known, features expansive grassy areas, playgrounds, picnic areas, a bike path, fitness area and walking paths. The park also contains important ecological areas that provide habitat for many native animals and plants. Many varieties of birds can be seen in the park including snowy egrets, herons, geese, and ducks. The 45-acre Machado Lake is at the heart of the park and has several observation decks along its perimeter. The natural land area that is now Harbor Park was acquired by the City of Los Angeles in the 1950s in order to preserve it as open space. After decades of deterioration, the park underwent a major restoration, which was completed in 2017. Though some of the park's natural areas and native trees are gone, it still retains a significant amount of natural habitat and wetlands.

Table 4.3-1, Special Status Species Potentially Occurring within the Harbor LA CPAs, lists the federally- and state-designated special status species potentially located within the Harbor LA CPAs. As summarized in **Table 4.3-1**, suitable habitats for many of the special status species historically (i.e., prior to urbanization) found in the CPAs have changed dramatically over the years. Therefore, many of these species are not expected to occur today; indeed, many are believed by CDFW to be extirpated (i.e., species no longer exists in the area). This table lists what species may once have occurred under more natural conditions in the Harbor LA CPAs. A total of 53 special status animal species and 21 special status plan species are listed in the CNDDB as being present or historically identified in the Harbor LA CPAs.

Table 4.3-1
Special Status Species Potentially Occurring within the Harbor LA CPAs

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
		Animals				
Amphibians						
Spea hammondii	western spadefoot	Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Rainpools which do not contain bullfrogs, fish, or crayfish are necessary for breeding.	--	--	SSC	
Birds						
Accipiter cooperii	Cooper's hawk	Mature forest, open woodlands, wood edges, river groves. Nests in coniferous, deciduous, and mixed woods, typically those with tall trees and with openings or edge habitat nearby. Also found among trees along rivers through open country, and increasingly in suburbs and cities where some tall trees exist for nest sites.	--	--	WL	
Aquila chysaetos	golden eagle	Open mountains, foothills, plains, open country. Requires open terrain. In the north and west, found over tundra, prairie, rangeland, or desert; very wide-ranging in winter, more restricted to areas with good nest sites in summer.	--	--	FP, WL	
Aythya americana	redhead	Shallow freshwater lakes, ponds, and marshes. The body of water needs to be at least 28 inches deep so that the ducks can dive.	--	--	SSC	
Dendrocygna bicolor	fulvous whistling duck	Freshwater wetlands, usually with water less than 20 inches deep. In the United States, they use impounded, flooded rice fields and similar habitats such as flooded pastures and agricultural fields.	--	--	SSC	

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Ardea alba	great egret	Marshes, ponds, shores, mud flats. Usually forages in rather open situations, as along edges of lakes, large marshes, shallow coastal lagoons and estuaries, also along rivers in wooded country. Usually nests in trees or shrubs near water, sometimes in thickets some distance from water, sometimes low in marsh.	--	--		
Ardea herodias	great blue heron	Saltwater and freshwater habitats, from open coasts, marshes, sloughs, riverbanks, and lakes to backyard goldfish ponds. They also forage in grasslands and agricultural fields.	--	--		
Egretta thula	snowy egret	Marshes, swamps, ponds, shores. Widespread in many types of aquatic habitats, including fresh and salt water; in coastal areas, may seek sheltered bays. Inland, favors extensive marshes and other large wetlands. Sometimes forages in dry fields.	--	--		
Charadrius montanus	mountain plover	Semi-arid plains, grasslands, plateaus. Favors areas of very short grass, even bare soil. Typically, far from water.	--	--	SSC	
Coccyzus americanus occidentalis	western yellow-billed cuckoo	A riparian species that breeds in low-to moderate elevation native forests lining rivers and streams, principally cotton-wood willow forests.	Threatened	Endangered	--	--
Agelaius tricolor	tricolored blackbird	Reside principally in Central Valley. Usually move north after first nesting (Mar–Apr) in the San Joaquin Valley and Sacramento County to new breeding locations in Sacramento Valley and northeastern California.	--	Threatened	SSC	--
Xanthocephalus Xanthocephalus	yellow headed blackbird	Freshwater wetlands with dense, emergent vegetation such as cattails. They often forage in fields, typically wintering in large, open agricultural areas.	--	--	SSC	

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Icteria virens	yellow-breasted chat	Very dense scrub (such as willow thickets) and briary tangles, often along streams and at the edges of swamps or ponds. Sometimes in dry overgrown pastures, and upland thickets along margins of woods. In winter in the tropics, found in open scrub and woodland edges in the lowlands.	--	--	SSC	
Chlidonias niger	black tern	Large freshwater wetlands, usually in dense marshes on the edges of shallow lakes of the open prairies or northern forests. They sometimes nest in rice fields or on river islands. Black Terns normally select marshes that are 50 acres or larger for nesting.	--	--	SSC	
Hydroprogne caspia	Caspian tern	Found on both fresh and salt water, favoring protected waters such as bays, lagoons, rivers, lakes, not usually foraging over open sea. Inland, more likely on large lakes than on small ponds. Nests on open ground on islands, coasts.	--	--		
Sternula antillarum browni	California least tern	Seacoasts, beaches, bays, estuaries, lagoons, lakes, and rivers. Rests and lingers on sandy beaches, mudflats, and salt-pond dikes	Endangered	Endangered	FP	--
Setophaga petechia	yellow warbler	Bushes, swamp edges, streams, gardens. Breeds in a variety of habitats in east, including woods and thickets along edges of streams, lakes, swamps, and marshes, favoring willows, alders, and other moisture-loving plants. Also, in dryer second-growth woods, orchards, roadside thickets.	--	--	SSC	
Aimophila ruficeps canescens	southern California rufus crowned sparrow	Widespread over the coastal lowland and foothills of San Diego County in sage scrub, broken or burned chaparral, and grassland with scattered shrubs. Prefers open shrubby habitat on rocky, xeric slopes	--	--	WL	
Passerculus sandwichensis beldingi	Belding's savannah sparrow	One of two wetland dependent avian species that reside year-round in the coastal salt marshes of southern California. Most common on marshes of San Diego Bay and Tijuana Slough National Wildlife Refuge.	--	Endangered	--	--

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Spizella breweri	Brewer's sparrow	Sagebrush, brushy plains; also, near treelines in the Rockies; in winter, also weedy fields. In summer typically in open flats covered with sagebrush; sometimes in stands of saltbush, on open prairie, or in pinyon-juniper woodland.	--	--		
Pelecanus occidentalis californicus	California brown pelican	Delisted as a federally listed species in 2009. The only breeding colonies are within Channel Islands National Park on West Anacapa and Santa Barbara islands.	Delisted	Delisted	FP	--
Nannopterum auritum	double crested cormorant	Coasts, bays, lakes, rivers. Very adaptable, may be found in almost any aquatic habitat, from rocky northern coasts to mangrove swamps to large reservoirs to small inland ponds. Nests in trees near or over water, on sea cliffs, or on ground on islands.	--	--	WL	
Sphyrapicus ruber	red-breasted sapsucker	Coniferous forest, aspen groves; in winter, also other trees. During summer on the northwest coast, the Red-breasted Sapsucker is often in forest of hemlock or spruce. Farther south in the mountains it is found in pine forest, always with a mixture of deciduous trees such as aspen, alder, willow.	--	--		
Polioptila californica californica	coastal California gnatcatcher	Found exclusively in coastal sage scrub habitat. Coastal sage scrub is composed of low-growing, drought-deciduous, and succulent plant species such as coastal sagebrush, California buckwheat, prickly pear, cholla, and various species of sage.	Threatened	--	SSC	
Rallus obsoletus levipes	Light-footed Ridgeway's rail	Uses southern California coastal salt marshes, lagoons, and their maritime environs. Recent census data indicate that less than 50% of coastal wetlands in California are currently occupied.	Endangered	Endangered	FP	--
Athene cunicularia	Burrowing owl	Open, dry annual or perennial grasslands, deserts & scrublands with low-growing vegetation.	--	--	SSC	--

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Calypte costae	Costa's hummingbird	Desert scrub in the Sonoran and Mojave Deserts, and chaparral and sage scrub areas in coastal California. During the nonbreeding season they use similar dry habitats as well as parks, gardens, and higher elevation mountains.	--	--		
Selasphorus rufus	rufous hummingbird	Open or shrubby areas, forest openings, yards, and parks, and sometimes in forests, thickets, swamps, and meadows from sea level to about 6,000 feet.	--	--		
Campylorhynchus brunneicapillus sandiegensis	coastal cactus wren	Coastal sage scrub at elevations below 460 m (1500 ft) in which cacti are prominent.	--	--	SSC	
Cistothorus palustris clarkae	Clark's marsh wren	Restricted to freshwater and brackish marshes dominated by bulrushes (Scirpus spp.) or cattails (Typha spp.).	--	--	SSC	
Pyrocephalus rubinus	vermillion flycatcher	Any open country in the American southwest, including arid scrublands, farmlands, deserts, parks, and canyon mouths.	--	--	SSC	
Vireo bellii pusillus	least Bell's vireo	Summer resident of limited areas of southern California in low riparian areas.	Endangered	Endangered	--	--
Crustaceans						
Streptocephalus wootton	Riverside fairy shrimp	Deep, long-lived vernal pools, ephemeral ponds and human derived depressions.	Endangered	--		
Fish						
Siphateles bicolor mohavensis	Mohave tui chub	Formerly found in deep pools and slough-like areas of the Mojave River, this species now only occurs in highly modified refuge sites in San Bernardino County.	Endangered	Endangered	FP	
Eucyclogobius newberry	tidewater goby	Lagoons, bar-built estuaries, as well as muted tidal settings such as gated channels, backwater marshes, and freshwater.	Endangered	--		
Insects						
Bombus crotchii	Crotch bumblebee	Grasslands and shrublands and requires a hotter and drier environment than other bumblebee species.	--	--		
Cicindela hirticollis gravida	sandy beach tiger beetle	Moist sand near the ocean, for example in swales behind dunes or upper beaches beyond normal high tides.	--	--		

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Cicindela latesignata	western beach tiger beetle	A salt marsh, mud flat, or other estuarine habitat and any other associated habitats (usually nearby beaches)	--	--		
Habroscelimorpha gabbii	western tidal-flat tiger beetle	Salty coastal habitats including salt marshes, tidal flats, beaches.	--	--		
Glaucopsyche lygdamus palosverdesensis	Palos Verdes blue butterfly	Only occurs in coastal sage scrub on the Palos Verdes peninsula. It exclusively uses Santa Barbara milkvetch (*Astragalus trichopodus* var. *lonchus*) and common deerweed (*Lotus scoparius*) as host plants.	Endangered	--		
Danaus plexippus plexippus	monarch butterfly	Open fields and meadows with milkweed. In winter it can be found on the coast of southern California and at high altitudes in central Mexico.	Candidate	--		
Mammals						
Microtus californicus stephensi	south coast marsh vole	Wetland communities and associated grasslands in the immediate coastal zone from southern Ventura County to northern Orange County.	--	--	SSC	
Neotoma lepida intermedia	San Diego desert woodrat	A variety of shrub and desert habitat, showing a preference to large cactus patches and rock outcroppings.	--	--	SSC	
Perognathus longimembris pacificus	Pacific pocket mouse	Fine-grain, sandy substrates and historically inhabited coastal dunes, river alluvium, and sage scrub habitats growing on marine terraces within approximately 2.4 miles of the ocean.	--	--	SSC	
Nyctinomops femorosaccus	pocketed free-tailed bat	Colonies roost primarily in crevices of rugged cliffs, high rocky outcrops and slopes. It has been found in a variety of plant associations, including desert shrub and pine-oak forests. The species may also roost in buildings, caves, and under roof tiles.	--	--	SSC	
Lasionycteris noctivagans	silver-haired bat	Most commonly found in boreal or coniferous and deciduous forest near bodies of water, such as rivers, lakes, streams, estuaries or ponds. Summer day roosts are typically under loose bark in trees, willows (*Salix*), maple (*Acer*), and ash (*Fraxinus*) trees.	--	--		

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Mollusks						
Tryonia imitator	mimic trytonia = California brackish water snail	Coastal lagoons, estuaries, sloughs, and Salicornia-dominated marshes with areas of permanent water harboring stands of emergent native vegetation and algae	--	--		
Glyptostoma gabrielense	San Gabriel chestnut	Humid spots in a semiarid country; in rocky hills and mountains at relatively low elevations	--	--		
Reptiles						
Anniella stebbinsi	southern California legless lizard	Coastal sand dunes and a variety of interior habitats, including sandy washes and alluvial fans. They live mostly underground, burrowing in the loose, sandy soil.	--	--	SSC	
Diadophis punctatus modestus	San Bernardino ringneck snake	Areas with abundant hiding places in conspicuously wet locales, such as swamps, damp forests, or riparian woodlands.	--	--		
Thamnophis hammondii	two-striped gartersnake	Generally found in or near permanent fresh water, often along streams with rocky beds bordered by willows and other riparian vegetation, including mountain slopes and desert oases	--	--	SSC	
Thamnophis sirtalis	south coast gartersnake	Found in a wide variety of habitats, including meadows, marshes, woodlands, and hillsides.	--	--	SSC	
Phrynosoma blainvillii	coast horned lizard	Inhabits open areas of sandy soil and low vegetation in valleys, foothills and semiarid mountains. Found in grasslands, coniferous forests, woodlands, and chaparral, with open areas and patches of loose soil.	--	--	SSC	
Plants						
Vascular						
Centromadia parryi ssp. Australis	southern tarplant	Occurs near the coast in seasonally flooded grasslands and along estuary edges. It relies on environmental disturbance, such as seasonal flooding, to create suitable growing conditions.	--	--		1B.1
Centromadia pungens ssp laevis	smooth tarplant	Poorly drained flats, depressions, grasslands, disturbed places, South Coast, Peninsular Range	--	--		1B.1

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Isocoma menziesii var. decumbens	decumbent goldenbush	Soils from sandstone to granite, landward side of dunes, hillsides, arroyos; below 1200 m.	--	--		1B.2
Lasthenia glabrata ssp. Coulteri	Coulter's goldenfields	Heavy soils, vernal pools, low alkaline fields, hillsides etc, especially in grassland and alkaline marshes, to 1300 m.	--	--		1B.1
Pentachaeta lyonii	Lyon's pentachaeta	Tends to occur in grassland vegetation communities on rocky clay soils of volcanic origin. These grassland habitats are often patches within a fire-adapted mosaic of chaparral and coastal sage scrub. The species only occurs in Santa Monica Mountains; however, historical populations are reported from Santa Catalina Island and the Palos Verdes Peninsula.	Endangered	Endangered	--	1B.1
Symphyotrichum defoliatum	San Bernardino aster	Usually occurs in meadows, springs and streams, it also occurs in upland habitats.	--	--		1B.2
Erysimum suffrutescens	suffrutescent wallflower	Coastal bluff scrub; Chaparral (maritime); Coastal dunes; Coastal scrub.	--	--		4.2
Aphanisma blitoides	aphanisma	Occurs on coastal bluffs and coastal strand (sand) habitats, in coastal bluff scrub, coastal sage scrub, and southern foredunes (beach).	--	--		1B.2
Atriplex pacifica	south coast saltscale	Saline habitat on the immediate coastline, such as beach bluffs.	--	--		1B.2
Atriplex parishii	Parish's brittlescale	Chenopod scrub; playas; vernal pools.	--	--		1B.1
Atriplex serenana var. davidsonii	Davidson's saltscale	Coastal bluff scrub, coastal scrub, alkaline soils.	--	--		1B.2
Suaeda esteroa	estuary seablite	Estuaries and salt marshes of coastal southern California and Baja California	--	--		1B.2
Calystegia peirsonii	Peirson's morning-glory	Chaparral, chenopod scrub, cismontane woodland, coastal scrub, lower montane coniferous forest	--	--		4.2
Convolvulus simulans	small-flowered morning glory	Typically restricted to clay and serpentine substrates in annual grassland, coastal sage scrub and chaparral habitats	--	--		4.2
Phacelia stellaris	Brand's star phacelia	Coastal sage scrub and beach dunes on the coast of southern California and Baja California	--	--		1B.1
Juglans californica	southern California black walnut	Occurs usually in non-wetlands, occasionally in wetlands, common on hillsides in oak woodland and grassland	--	--		4.2

Scientific Name	Common Name	Habitat	Federal Status /a/	State Status /b/	CDFW /c/	CNPS /d/
Juncus acutus ssp. Leopoldii	southwestern spiny rush	These plants can tolerate both fresh and saltwater habitats. They are found in coastal salt marshes and disturbed saline areas as well as in alkaline, wet places in the interior along wetlands or pond.	--	--		4.2
Calochortus catalinae	Catalina mariposa lily	Chaparral; Cismontane woodland; Coastal scrub; Valley and foothill grassland.	--	--		4.2
Nama stenocarpa	mud nama	Riparian, lake-margins, streambanks, edges.	--	--		2B.2
Chloropyron maritimum ssp. Maritimum	salt marsh bird's-beak	Occurs in wetlands, principally in salt-march, dunes, and coastal communities. Has been observed in Long Beach.	Endangered	Endangered		1B.2
Navarretia prostrata	prostrate vernal pool navarretia	Occurs in wetland-riparian habitats of coastal sage scrub.	--	--		1B.2

Source: California Department of Fish and Wildlife, California Natural Diversity Database (CNDDB) search for Torrance USGS quadrangle, https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data, August 2022.
/a/ United States legal status under the Federal Endangered Species Act.
/b/ State of California legal status.
/c/ CDFW = California Department of Fish and Wildlife designation and applies to animals only.
FP = Federally Protected.
SSC = Species of Special Concern.
WL = Watch List.
/d/ CNPS = California Native Plant Society rare plant rank status applies to plants only.
1A = plants presumed extirpated in California and either rare or extinct elsewhere.
1B.1 = rare, threatened or endangered in California and elsewhere; seriously threatened in California.
1B.2 = rare, threatened or endangered in California and elsewhere; fairly threatened in California.
1B.3= rare, threatened or endangered in California and elsewhere; not very threatened in California.
2B.1 = rare, threatened or endangered in California but more common elsewhere; seriously threatened in California.
2B.2 = rare, threatened or endangered in California but more common elsewhere; moderately threatened in California.
3.1 = seriously threatened in California.
4.2 = plants of limited distribution; moderately threatened in California.
4.3 = plants of limited distribution; not very threatened in California.

Wildlife Habitats

The Harbor LA CPAs are mostly built out; however, some areas of the Wilmington-Harbor City CPA contain natural features and natural open space. The largest open space in the Harbor LA CPAs, located in the Wilmington-Harbor City CPA, is the approximately 231-acre Ken Malloy Harbor Regional Park in the southwest, with the Wilmington Waterfront Park in the south area as the second largest at approximately 33 acres. Ken Malloy Harbor Regional Park is operated by the City of Los Angeles Department of Recreation and Parks (LA City Parks) and has a lake with year-round water (Machado Lake). As shown on **Figure 4.3-1, Open Space and Recreation Areas within the Harbor LA CPAs**, other smaller parks include Harbor City Recreation Center, Harbor City Greenway, Wilmington Waterfront

Park, Banning Park and Museum, Wilmington Athletic Complex, East Wilmington Greenbelt Park, Wilmington Recreation Center, Normandale Recreation Center, and Rosecrans Recreation Center.

The 45-acre Machado Lake is a natural low-point, collecting water from a 9,000-acre watershed. The lake was identified as an impaired water body by the Los Angeles Regional Water Quality Control Board, subjecting the lake to Total Maximum Daily Load (TMDL) requirements for trash, nutrients, and toxics.[4]

The Harbor LA CPAs contain a mixture of built out residences, industrial sites, and preservation space. There is also a Defense Fuel Supply Point (DFSP) facility. The DFSP is located on the southwestern corner of the Wilmington-Harbor City CPA, bordered by Harry Bridges Boulevard to the south and Western Avenue to the west. The DFSP is managed by the Department of the Navy, and is considered U.S. government property and is designated as Open Space and Low Density Residential.[5] In addition to the Open Space use of the site, the DFSP also receives, stores, and distributes diesel and jet fuels for military use in California.[6] In 2019, the Department of the Navy published an Environmental Assessment (EA) to analyze environmental impacts for the proposed out lease of its fee-owned real property, pursuant to U.S. Code (U.S.C.) section 2667, and assignment of its interests in the Navy-owned fuel pipeline rights-of-way, by allowing for renewed fueling operations for commercial and military purposes at DFSP San Pedro, California.[7] Renewed fueling operations would help to ensure the availability of fuel supplies to Pacific Fleet vessels during normal operations and contingency scenarios. In evaluating air quality, water resources, geological resources, biological resources, land use and coastal resources, visual resources, noise, infrastructure, transportation, public health and safety, hazardous materials and wastes, socioeconomics, and environmental justice, the EA did not find continued use of this facility as storage and use of jet fuels to have a significant impact.

The riparian woodland, seasonal wetland, and scrub upland that surrounds Machado Lake supports hundreds of birds including sensitive, threatened and endangered species such as brown pelican,

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4 City of Los Angeles, Department of Public Works, "*Welcome Back Machado Lake,"* 2022, available online at: https://dpw.lacity.org/welcome-back-machado-lake, accessed on June 13, 2022.

5 City of Los Angeles, *Wilmington Harbor City Community Plan*, "General Plan Land Use Map," March 4, 2014, available online at: https://planning.lacity.org/odocument/efc0d654-3fd3-46ad-9b14-f6c0316444b6/wlmplanmap.pdf, accessed on January 19, 2023.

6 U.S. Navy, Commander, Navy Region Southwest, Naval Facilities Engineering Systems Command, *Defense Fuel Support Point San Pedro*. Available online at: https://cnrsw.cnic.navy.mil/Installations/WPNSTA-Seal-Beach/Operations-and-Management/Environmental-Program/Projects/DFSP-San-Pedro-Outleases/, accessed on June 15, 2022.

7 U.S. Navy, *Draft Environmental Assessment Renewed Fueling Operations at Defense Fuel Support Point – San Pedro, California*, April 2019. Available online at: https://cnrsw.cnic.navy.mil/Installations/WPNSTA-Seal-Beach/Operations-and-Management/Environmental-Program/Projects/DFSP-San-Pedro-Outleases/, accessed on June 15, 2022.

California least tern, coastal California gnatcatcher, mountain plover, yellow warbler, and tri-colored blackbird. These areas of open space are also anticipated to be used by urban-adapted species, especially birds such as American crow (*Corvus brachyrhynchos*), northern mockingbird (*Mimus polyglottos*), white-crowned sparrow (*Zonotrichia leucophrys*), California towhee (*Melozone crissalis*), dark-eyed junco (*Junco hyemalis*), house finch (*Haemorhous mexicanus*), house sparrow (*Passer domesticus*), rock pigeon (*Columba livia*), and Anna's hummingbird (*Calypte anna*). Birds of prey, such as red-shouldered hawk (*Buteo lineatus*), red-tailed hawk (*Buteo jamaicensis*), and Cooper's hawk (*Accipiter cooperii*) and owls are likely to use these areas and may even nest. Additional birds would be probable during the spring and fall migration, when large trees are of particular importance to weary migrants. Small mammals such as raccoon (*Procyon lotor*), opossum (*Didelphis virginiana*), California [Beechy] ground squirrel (*Spermophilus beecheyi*), Botta's pocket gopher (*Thomomys bottae*), mice, and voles would be expected, along with reptiles, such as Great Basin fence (*Sceloporus occidentalis longipes*) and western side-blotched (*Uta stansburiana elegans*) lizards.

The Dominguez Channel may provide a travel route for coyotes (*Canis latrans*), raccoons, and opossums, but due to the lack of vegetation present most mammals would not find protective cover in the concrete channel. Bats and swallows may forage for insects over the water and find cover or even breeding areas in human-made structures and ornamental trees nearby. The Dominguez Channel is discussed in more detail below in the **Wetlands, Streams, and Riparian Habitat** section and in the **Wildlife Corridors** section.

Wetlands, Streams, and Riparian Habitat

A wetland is an area of land that is partially or fully submerged all year or for varying periods of time during the year. Riparian areas are those plant communities adjacent to and dependent upon surface or groundwater, usually adjacent to rivers, streams, lakes, ponds, or other drainages. Wetlands and riparian vegetation provide many valuable functions, such as water quality maintenance, flood control, bank stabilization, groundwater replenishment, and food, cover, and water sources for a diversity of wildlife, for both residents and migratory species.

Figure 4.3-2, Wetlands, Streams, and Riparian Areas within the Harbor LA CPAs, shows Machado Lake, within Ken Malloy Harbor Regional Park, which is defined as a "fresh water forested/shrub wetland", "freshwater emergent" and "freshwater pond" by the USFWS National Wetlands Inventory.[8]

8 U.S. Fish & Wildlife Service, *National Wetlands Inventory*, 2022, available online at: https://www.fws.gov/wetlands/Data/Mapper.html, accessed on June 13, 2022.

Even with the intensive development that surrounds the lake and park, it functions as a wetland and water source for the urban-adapted resident wildlife and for those that stopover during migration.

The Dominguez Channel, an earth-bottom flood control channel, operated and maintained by the Los Angeles County Department of Public Works, which flows through portions of the Harbor LA CPAs is defined as a "permanently flowing lower perennial river," human-excavated and channelized (concrete edged).

Wildlife Corridors

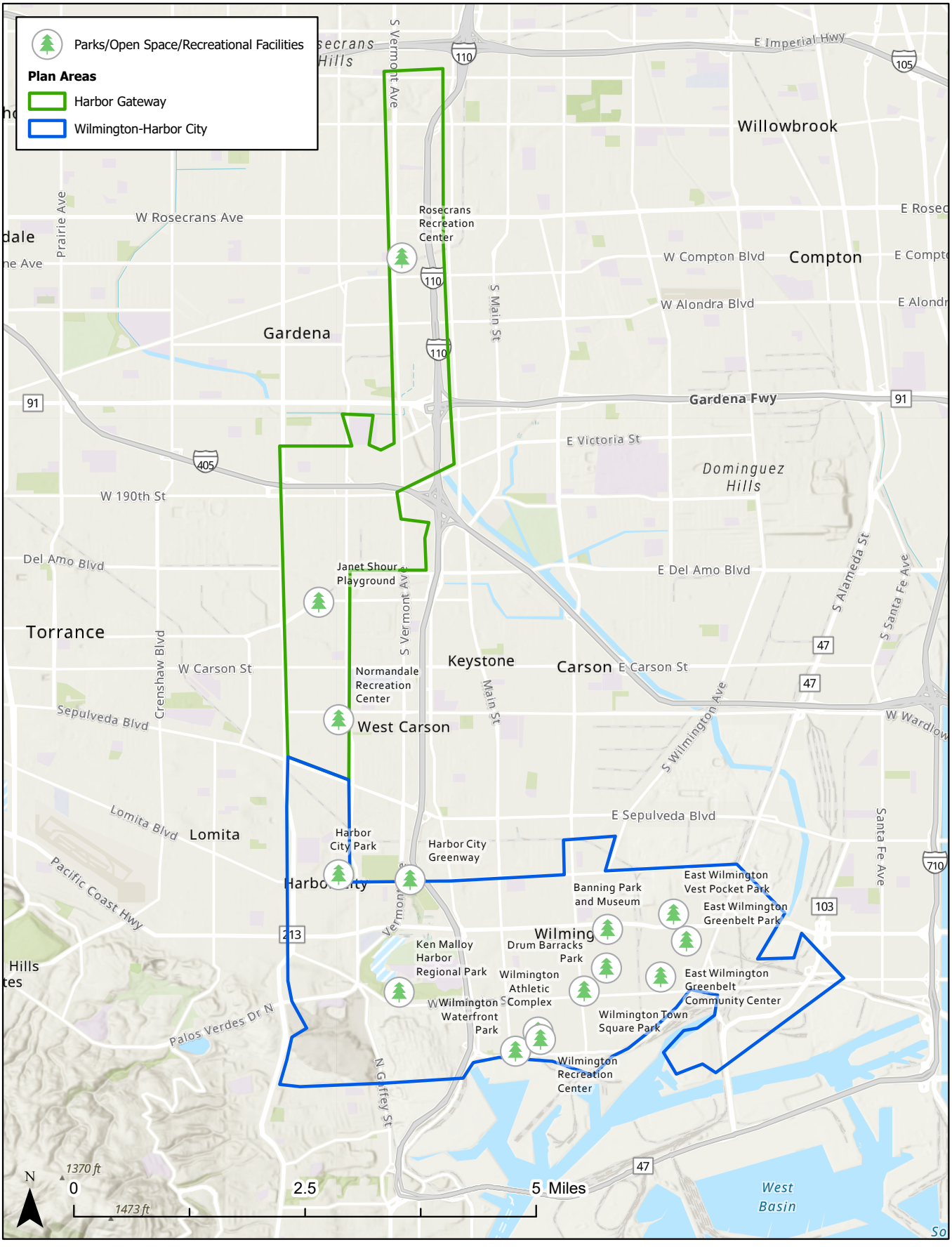
A wildlife corridor is a linear landscape element that serves as a linkage between historically connected habitats or landscapes that are otherwise separated. Such corridors play an important role in countering habitat fragmentation as a result of urbanization. Wildlife use corridors to travel; migrate; access food, cover, and water resources; and find mates. Corridors facilitate plant seed dispersal and propagation, genetic interchange for plants and animals essential for population health, species movements in response to environmental changes and natural disasters, and re-colonization to habitats from which populations have been locally extirpated. Corridors can consist of a sequence of discontinuous areas of habitat such as isolated wetlands and roadside vegetation that act as stepping-stones across the landscape. However, they usually consist of continuous linear strips of vegetation and habitat (e.g., riparian corridors, ridgelines, powerline rights-of-way), or may be parts of larger habitat areas selected for their known or likely importance to local wildlife.

Wildlife dispersal, movement, and migration opportunities in the Harbor LA CPAs have been substantially altered due to habitat fragmentation through urbanization. Roads, even when narrow, may have a surface that smaller and less mobile wildlife species are reluctant to cross. When fragmentation results in species being unable to access necessary habitat types and resources, it affects wildlife foraging activity, reproductive patterns, immigration/emigration, and/or dispersal capabilities, and therefore, survivability.

The Los Angeles River channel provides a continuous corridor that sometimes contains water in a semi-arid, urban region, and may provide movement opportunities and habitat for wildlife. The river is not located within the boundaries of the Harbor LA CPAs; it flows southward toward the port of Long Beach, which lies more than three miles east of the Wilmington-Harbor City CPA. However, the Dominguez Channel which drains into the East Basin by the Wilmington Waterfront Park does flow through portions

of the Harbor LA CPAs. The Fish and Wildlife Service identifies both the Channel and the Basin as Riverine.[9]

[9] Fish & Wildlife Service, *National Wetlands Inventory*, 2022, available online at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/, accessed on June 14, 2022.



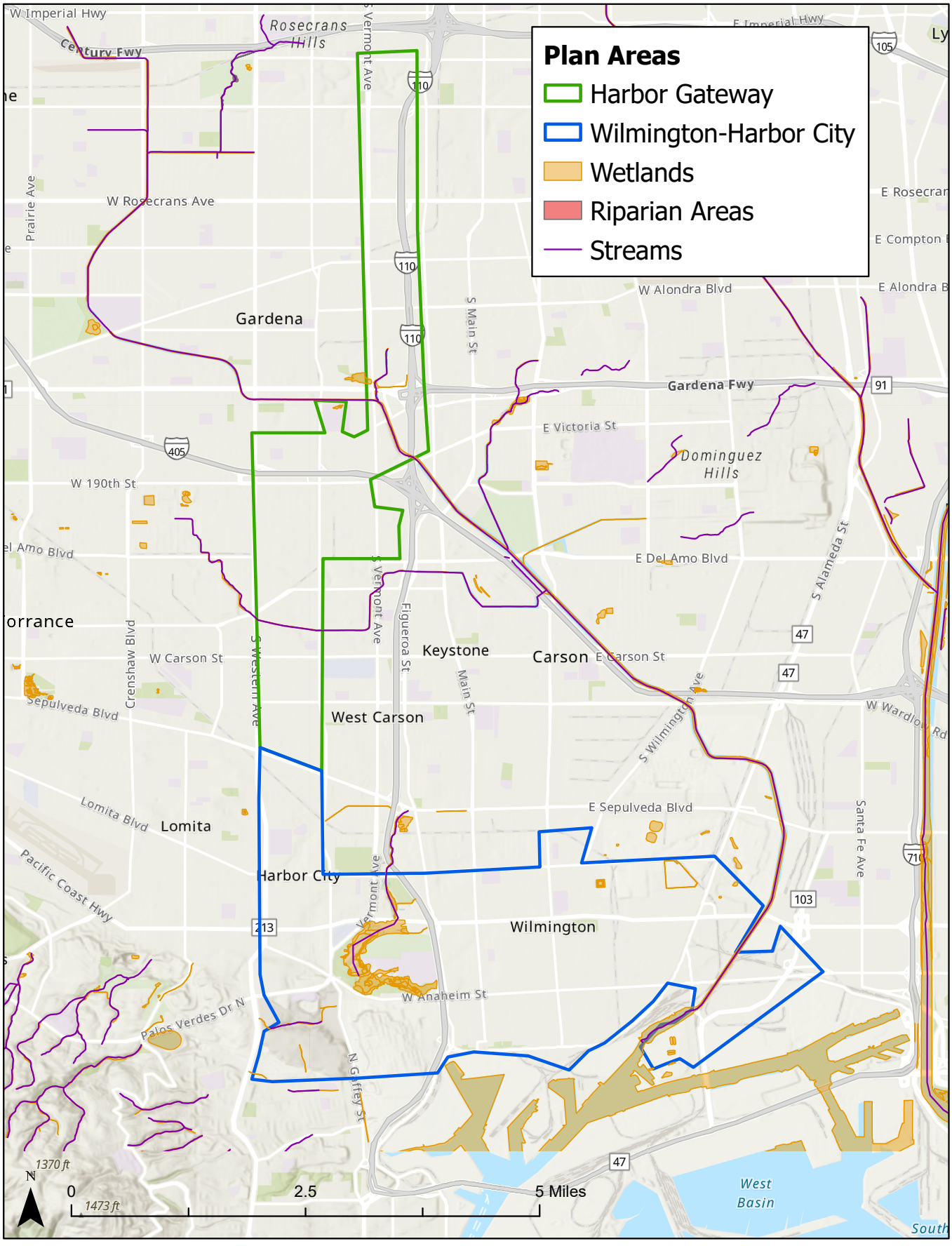
SOURCE: Esri, 2022

FIGURE **4.3-1**

Open Space and Recreation Areas within the Harbor LA CPAs

IMPACT SCIENCES

1264.010•09/22



SOURCE: Esri, 2022, National Wetlands Inventory, 2022; CDFW, 2022

FIGURE **4.3-2**

IMPACT SCIENCES

Wetlands, Streams, and Riparian Areas within the Harbor LA CPAs

Habitat Conservation Plan

Habitat Conservation Plans **(**HCPs), designated under the Endangered Species Act Section 10(a)(1)(B), are federal planning documents designed to conserve the ecosystems upon which listed species depend, ultimately contributing to their recovery. HCPs require a "take permit" when a project will affect a species identified as listed, non-listed, or eligible under the act and detail how those impacts will be minimized or mitigated and how the HCP is to be funded. There are no HCPs within the Harbor LA CPAs.

Heritage Trees

The City of Los Angeles has identified a collection of trees as heritage trees that are individual trees of any size or species specially designated as "heritage" because of their historical, commemorative, or horticultural significance. The nomination and determination of heritage trees is an internal process within City of Los Angeles Department of Recreation and Parks (RAP); nominations are generally made by RAP staff members or community members. The list of heritage trees remains open for new designations and provides information to RAP staff regarding the importance of their actions while planning activities near heritage trees. Heritage trees are not protected by any regulation unless they are one of the protected tree types covered by the Tree Preservation Ordinance. The list of heritage trees is maintained by RAP and can be viewed on NavigateLA.[10]

As heritage trees are located on City parks and recreational facilities, as well as public rights-of-way, RAP is responsible for the maintenance and protection of these trees from injury. According to NavigateLA, which provides an inventory of all heritage trees within City parks and recreation center properties, there are approximately 304 heritage trees located throughout the Harbor LA CPAs[11] with the vast majority within the Wilmington-Harbor City CPA. Within the Harbor LA CPAs, heritage trees are primarily located within public parks, recreational facilities, parkways, and roadway medians. The Wilmington-Harbor City CPA also contains 218 Mexican fan palms lining Avalon from East Lomita Boulevard to First Street in Wilmington. They were planted in 1931 by the City of Los Angeles as part of beautification efforts for the 1932 Olympic Games.

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10 City of Los Angeles, Bureau of Engineering Department of Public Works, *NavigateLA*, 2016, available online at: http://navigatela.lacity.org/navigatela/, accessed on May 17, 2022.

11 Number, type and location of trees may be found here: https://www.laparks.org/forest/instructions

Ordinance-Protected Trees and Shrubs

Ordinance-protected trees and shrubs on private property and street rights-of-way are protected by the City of Los Angeles Tree Preservation Ordinance (LAMC Section 46.00), which makes it illegal to remove or fatally harm the trees or shrubs listed in the Ordinance without the issuance of a permit. An "ordinance-protected tree" in the City of Los Angeles includes any of the following Southern California indigenous tree species or Southern California indigenous shrub species which measure four inches or more in cumulative diameter, 4 ½ feet above the ground level at the base of the tree or shrub (also known as Diameter at Breast Height [DBH]). These trees and shrubs are subject to the provisions that regulate relocation, removal, and replacement:

Protected Trees

(a) Oak trees including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolía*), or any other tree of the oak genus indigenous to California, but excluding the Scrub Oak (*Quercus berberidifolia*);

(b) Southern California Black Walnut (*Juglans californica var. californica*); and

(c) Western Sycamore (*Platanus racemosa*); and

(d) California Bay (*Umbellularia californica*).

Protected Shrubs

(a) Mexican Elderberry (*Sambucus Mexicana*); and

(b) Toyon (*Heteromeles arbutifolia*)

There are likely ordinance-protected trees and shrubs located in public and private areas of the Harbor LA CPAs. Ordinance-protected trees and shrubs on private property and street rights-of-way are protected by the City of Los Angeles Tree Preservation Ordinance, which makes it illegal to remove or fatally harm the trees or shrubs without the issuance of a permit.

4.3.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Biological Resources at the federal, state, and local levels. As described below, these plans, guidelines, and laws include the following:

- National Environmental Policy Act
- Clean Water Sections 404 and 401
- Fish and Wildlife Coordination Act
- Marine Mammal Protection Act
- Federal Noxious Weed Act
- Federal Endangered Species Act
- Migratory Bird Treaty Act
- California Endangered Species Act
- California Fish and Game Code Section 1600
- Natural Community Conservation Act
- California Native Plant Protection Act
- California Migratory Bird Protection Act
- Porter-Cologne Water Quality Control Act
- California Fish and Wildlife Code – Fully Protected Species and Species of Special Concern
- Fish and Wildlife Code Sections 3503 & 3513
- California Coastal Act Section, Public Resource Code Section 30233
- City of Los Angeles Fire Department Brush Clearance Requirements
- City of Los Angeles Municipal Code – Protected Trees and Shrubs
- City of Los Angeles Framework Element
- City of Los Angeles Conservation Element
- Los Angeles River Revitalization Master Plan
- River Implementation Overlay
- City of Los Angeles Stormwater Pollution Control Measures for Development Planning and Construction Activities Ordinance
- City of Los Angeles General Plan Open Space Element
- City of Los Angeles Heritage Trees Ordinance

Federal

National Environmental Protection Act. The National Environmental Policy Act (NEPA) was signed into law on January 1, 1970, and was one of the first laws written that established the broad national framework for protecting our environment. NEPA's basic policy is to assure that all branches of the federal government give proper consideration to the environment prior to undertaking any major federal action that significantly affects the environment. NEPA requirements are invoked when airports, buildings, military complexes, highways, parkland purchases, and other federal activities are proposed, including activities by state or local governments using federal monies. Environmental Assessments

(EAs) and Environmental Impact Statements (EISs), which are assessments of the likelihood of impacts from alternative courses of action, are required from all Federal agencies and are the most visible NEPA requirements.[12]

NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. Regulations are codified annually in the *U.S. Code of Federal Regulations* (CFR). Title 40: Protection of Environment is the section of the CFR that deals with EPA's mission of protecting human health and the environment.[13] Title I of NEPA contains a Declaration of National Environmental Policy. This policy requires the federal government to use all practicable means to create and maintain conditions under which man and nature can exist in productive harmony.

Section 102 in Title I of the Act requires federal agencies to incorporate environmental considerations in their planning and decision-making through a systematic interdisciplinary approach. Specifically, all federal agencies are to prepare detailed statements assessing the environmental impact of and alternatives to major federal actions significantly affecting the environment. These statements are commonly referred to as Environmental Impact Statements (EIS) and Environmental Assessments (EA). The role of a federal agency in the NEPA process depends on the agency's expertise and relationship to the proposed action. The agency carrying out the federal action is responsible for complying with the requirements of NEPA. In some cases, there may be more than one federal agency involved in the proposed action. In this situation, a lead agency is designated to supervise the preparation of the environmental analysis. Federal agencies, together with state, tribal or local agencies, may act as joint lead agencies.[14]

Clean Water Act Section 404 and 401. Pursuant to Section 404 of the Clean Water Act, the Army Corps Of Engineers (ACOE) and the United States Environmental Protection Agency (EPA) regulate the discharge of dredged and/or fill material into "waters of the United States" Navigable waters means waters of the United States, including the territorial seas. Waters of the United States means: (1) Jurisdictional waters. For purposes of the Clean Water Act, 33 U.S.C. 1251 et seq. and its implementing regulations, subject to the exclusions in paragraph (2) of this section, the term ''waters of the United States'' means: (i) The territorial seas, and waters which are currently used, or were used in the past, or may be susceptible to

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12 U.S. Environmental Protection Agency, *Summary of the National Environmental Policy Act*, 2021, available online at: https://www.epa.gov/laws-regulations/summary-national-environmental-policy-act, accessed on May 17, 2022.

13 U.S. Environmental Protection Agency, *Laws and Regulations*, 2022, available online at: https://www.epa.gov/laws-regulations/regulations, accessed on May 17, 2022.

14 U.S. Environmental Protection Agency, *What is the National Environmental Policy Act?*, 2021, available online at: https://www.epa.gov/nepa/what-national-environmental-policy-act, accessed on May 17, 2022.

use in interstate or foreign commerce, including waters which are subject to the ebb and flow of the tide; (ii) Tributaries; (iii) Lakes and ponds, and impoundments of jurisdictional waters; and (iv) Adjacent wetlands.[15] The term "wetlands" (a subset of waters of the United States) is defined in 33 Code of Federal Regulations (CFR) 328.3(b) as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas."

Section 401 of the Clean Water Act requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with applicable effluent limitations and water quality standards. The certification must be obtained from the state in which the discharge originates or would originate, or, if appropriate, from the interstate water pollution control agency having jurisdiction over the affected waters at the point where the discharge originates or would originate. A certification obtained for the construction of any facility must also pertain to the subsequent operation of the facility. Responsibility for the protection of water quality in California rests with the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs). The agency with jurisdiction over projects in the City of Los Angeles is the Los Angeles Regional Water Quality Control Board.

U.S. Army Corps of Engineers. The U.S. Army Corps of Engineers (USACE) has primary federal responsibility for administering regulations that concern waters and wetlands in the project area. In this regard, USACE acts under two statutory authorities, the Rivers and Harbors Act (33 U.S.C., Sections 9 and 10), which governs specified activities in navigable waters, and the Clean Water Act (Section 404), which governs specified activities in waters of the United States, including wetlands and special aquatic sites. Wetlands and non-wetland waters (e.g., rivers, streams, and natural ponds) are a subset of waters of the United States and receive protection under Section 404 of the Clean Water Act. USACE has primary federal responsibility for administering regulations that concern waters and wetlands in the project area under statutory authority of the Clean Water Act (Section 404). In addition, the regulations and policies of various federal agencies mandate that the filling of wetlands be avoided to the maximum extent feasible. USACE requires obtaining a permit if a project proposes placing structures within navigable waters and/or alteration of waters of the United States.

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15 U.S. EPA, *Federal Register*, Volume 85, Number 77, 2020, available online at: https://www.epa.gov/sites/production/files/2020-01/documents/navigable_waters_protection_rule_prepbulication.pdf, accessed on May 10, 2022.

Fish and Wildlife Coordination Act. The Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.) requires that federal agencies consult with the U.S. Fish and Wildlife Service, the National Marine Fisheries Service and State wildlife agencies for activities that affect, control or modify waters of any stream or bodies of water, in order to minimize the adverse impacts of such actions on fish and wildlife resources and habitat. This consultation is generally incorporated into the process of complying with Section 404 of the Clean Water Act, NEPA or other federal permit, license or review requirements.

Marine Mammal Protection Act. The Marine Mammal Protection Act of 1972, and as amended, establishes federal responsibility for the protection and conservation of marine mammal species by prohibiting the harassment, hunting, capture, or killing of any marine mammal. The primary authority for implementing the act belongs to the United States Fish and Wildlife Service and National Marine Fisheries Service.[16]

Federal Noxious Weed Act. Federal Noxious Weed Act – Public Law 93-629 (7 U.S.C. 2801 et seq.; 88 Stat. 2148), enacted January 3, 1975, established a Federal program to control the spread of noxious weeds. The Secretary of Agriculture was given the authority to designate plants as noxious weeds by regulation, and the movement of all such weeds in interstate or foreign commerce was prohibited except under permit. The Secretary was also given authority to inspect, seize and destroy products, and to quarantine areas if necessary to prevent the spread of such weeds. The Secretary was also authorized to cooperate with other Federal, State and local agencies, farmers associations and private individuals in measures to control, eradicate, or prevent or retard the spread of such weeds.[17]

Federal Endangered Species Act. The Federal Endangered Species Act (FESA) of 1973, as amended (16 U.S.C. 1531 et seq.), provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under the FESA. The FESA has four major components: (1) provisions for listing species; (2) requirements for consultation with the United States Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service; (3) prohibitions against "taking" of listed species;

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16 U.S. Fish & Wildlife Service, *Marine Mammal Protection Act*, 16 U.S.C. 1361-1407, available online at: https://www.fws.gov/international/laws-treaties-agreements/us-conservation-laws/marine-mammal-protection-act.html, accessed on May 10, 2022.

17 U.S. Fish & Wildlife Service, *Federal Noxious Weed Act*, P.L. 93-629, available online at: https://fws.gov/law/federal-noxious-weed-act, accessed on May 17, 2022.

and (4) provisions for permits that allow an incidental "take."[18] The FESA also discusses recovery plans and the designation of critical habitat for listed species. Both the USFWS and the National Marine Fisheries Service share the responsibility for administration of the FESA. During the CEQA review process, each agency is given the opportunity to comment on the potential of a project to affect listed plants and animals.

FESA (16 United States Code [U.S.C.] 1531 et seq.) is implemented by USFWS through a program that identifies and provides for protection of various species of fish, wildlife, and plants deemed to be in danger of or threatened with extinction. As part of this regulatory act, FESA provides for designation of critical habitat, defined in FESA Section 3(5)(A) as specific areas within the geographical range occupied by a species where physical or biological features "essential to the conservation of the species" are found and that "may require special management considerations or protection." Critical habitat may also include areas outside the current geographical area occupied by the species that are nonetheless "essential for the conservation of the species."

The FESA also discusses recovery plans and the designation of critical habitat for listed species. Both the USFWS and the National Marine Fisheries Service share the responsibility for administration of the FESA. During the CEQA review process, each agency is given the opportunity to comment on the potential of a project's impacts to listed plants and animals and to ensure adequate protection of listed species that may be affected by the project.

Migratory Bird Treaty Act. All migratory bird species that are native to the United States or its territories are protected under the federal Migratory Bird Treaty Act (MBTA). The federal Migratory Bird Treaty Act (MBTA) prohibits any person unless permitted by regulations, to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention…for the protection of migratory birds…or any part, nest, or egg of any such bird" (16 U.S. Code 703).

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18 The California Endangered Species Act defined the term "take" as follows: "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill, *Fish & Game Code, §86."* California Department of Fish & Wildlife, *Threatened and Endangered Species,* available online at: https://wildlife.ca.gov/Conservation/CESA, accessed on May 17, 2022. *Federal* Endangered Species Act defines a "take" as follows: "Harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." *16 U.S.C., §1532 (19).* U.S. Fish & Wildlife Service, *Endangered Species Act*, 16 U.S.C. 1531-1544. Available online at: https://www.fws.gov/law/endangered-species-act, accessed on May 17, 2022.

The list of migratory birds protected by the MBTA includes nearly all bird species native to the United States. The statute was extended in 1974 to include parts of birds, as well as eggs and nests. Thus, it is illegal under the MBTA to take (including killing, capturing, selling, trading, and transport) protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service.[19] Activities that result in removal or destruction of an active nest (a nest with eggs or young being attended by one or more adults) would violate the MBTA. While destruction of a nest by itself is not prohibited under the MBTA, nest destruction that results in the unpermitted take of migratory birds or their eggs, is illegal and fully prosecutable under the MBTA.

With respect to nesting birds, although the MBTA does not itself provide specific take avoidance measures, the United States Fish and Wildlife Service and California Department of Fish and Wildlife, over time, have developed a set of measures sufficient to demonstrate take avoidance, included during construction activities, which include conducting brush removal, tree trimming, building demolition and/or construction, or grading activities outside of the nesting season. California Department of Fish and Wildlife biologists have defined the nesting season is February 15 through August 31 (January 15 to August 31 for raptors). If other timing restrictions make it impossible to avoid the nesting season, prior to issuance of a grading, construction or building permit including demolition permit, the following measures are required as described below:

1. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds. This includes vegetation removal associated with on-going fuel modification activities.

2. Any construction activities or fuel modification activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) shall require that all suitable habitat be thoroughly surveyed for the presence or absence of nesting birds by a qualified biologist monitor (i.e., a professional biologist with a minimum of two years of avian survey experience or equivalent) before the commencement of clearing. If any active nests are detected, a buffer of at least 300 feet (500 feet for raptors), or as determined appropriate by the qualified biologist monitor, shall be delineated, flagged, and avoided until the nesting cycle is complete as determined by the qualified biologist monitor.

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19 U.S. Fish & Wildlife Service, *Migratory Bird Treaty Act of 1918*, available online at: https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php, accessed on May 17, 2022.

State

California Department of Fish and Wildlife

Stream and Riparian Habitat

Pursuant to California Fish and Game Code Section 1600, CDFW has authority over all perennial, intermittent, and ephemeral rivers, streams, and lakes in the state, and requires any person, state or local governmental agency, or public utility to notify the CDFW before beginning any activity that would "substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake" that supports fish or wildlife resources.

A stream is defined as a "body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation" (California Code of Regulations, Title 14 §1.72). A Lake or Streambed Alteration Agreement may be required for any Proposed Project that would result in an adverse impact to a river, stream, or lake. CDFW jurisdiction typically extends to the top of the bank and out to the outer edge of adjacent riparian vegetation if present. However, CDFW can take jurisdiction over a body of flowing water and the landform that conveys it, including water sources and adjoining landscape elements that are byproducts of and affected by interactions with flowing water without regard to size, duration, or the timing of flow.[20]

Special-Status Wildlife Protection

Special Animal

Special-status wildlife species are those species included on the CDFW "Special Animals" list.[21] "Special Animal" is a general term that refers to all of the taxa the CNDDB is interested in tracking, regardless of their legal or protection status. The CDFW considers the taxa on this list to be those of greatest conservation need. The species on this list generally fall into one or more of the following categories:

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20 California Department of Fish & Wildlife, *Water Rights*, 2022, available online at: https://wildlife.ca.gov/Conservation/Watersheds/Water-Rights, accessed on May 18, 2022.

21 California Natural Diversity Database (CNDDB), California Department of Fish and Wildlife, *Special Animals List* 2021, available online at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406&inline, accessed 11/22/2021.

- Officially listed or proposed for listing under the State and/or Federal Endangered Species Acts.
- State or Federal candidate for possible listing.
- Taxa that meet the criteria for listing, even if not currently included on any list, as described in Section 15380 of the California Environmental Quality Act Guidelines.
- Taxa considered by the Department to be a Species of Special Concern.
- Taxa that are biologically rare, very restricted in distribution, declining throughout their range, or have a critical vulnerable stage in their life cycle that warrants monitoring.
- Populations in California that may be on the periphery of a taxon's range but are threatened with extirpation in California.

CDFW Species of Special-Concern

A Species of Special Concern (SSC) is a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:

- Is extirpated from the State or, in the case of birds, is extirpated in its primary season or breeding role;
- Is listed as Federally-, but not State-, threatened or endangered; meets the State definition of threatened or endangered but has not formally been listed;
- Is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for State threatened or endangered status;
- Has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for State threatened or endangered status.

It is the goal and responsibility of CDFW to maintain viable populations of all native species. To this end, CDFW has designated certain vertebrate species as SSC because declining population levels, limited ranges, and/or continuing threats have made them vulnerable to extinction. The goal of designating SSCs is to halt or reverse their decline by calling attention to their plight and addressing the issues of concern early enough to secure their long-term viability. Not all SSCs have declined equally; some species may be

just starting to decline, while others may have already reached the point where they meet the criteria for listing as threatened or endangered under state and/or federal endangered species acts.

Special-Status Plant Protection

Special Plant

"Special Plants" is a broad term used to refer to all the plant taxa inventoried by the CDFW's CNDDB, regardless of their legal or protection status. Special Plants include vascular plants as well as high priority bryophytes (mosses, liverworts, and hornworts) and lichens. Special Plant taxa are species, subspecies, or varieties that fall into one or more of the following categories. Not all plants within each category are necessarily tracked as Special Plants but these categories are often used as a starting point when determining which plants are tracked by the CNDDB:

- Officially listed by California or the Federal Government as Endangered, Threatened, or Rare;
- A candidate for state or federal listing as Endangered, Threatened, or Rare;
- Taxa listed in the California Native Plant Society's Inventory of Rare and Endangered Plants of California;
- Taxa which meet the criteria for listing, even if not currently included on any list, as described in Section 15380 of the *California Environmental Quality Act (CEQA) Guidelines*; these taxa may indicate "None" under listing status, but note that all California Rare Plant Rank 1 and 2 and some Rank 3 and 4 plants may fall under Section 15380 of CEQA;
- Taxa that are biologically rare, very restricted in distribution, or declining throughout their range but not currently threatened with extirpation;
- A Bureau of Land Management, U.S. Fish and Wildlife Service, or U.S. Forest Service Sensitive Species/Species of Conservation Concern;
- Population(s) in California that may be peripheral to the major portion of a taxon's range but are threatened with extirpation in California; and
- Taxa closely associated with a habitat that is declining in California at a significant rate (e.g. wetlands, riparian, vernal pools, old growth forests, desert aquatic systems, native grasslands, valley shrubland habitats, etc.).

California Endangered Species Act. Under the California Endangered Species Act, the California Department of Fish and Wildlife (CDFW) is responsible for maintaining a list of threatened and endangered species (California Department of Fish and Game Code Section 2070).[22] The CDFW also maintains a list of candidate species, which are species formally under review for addition to either the list of endangered species or the list of threatened species.

The California Endangered Species Act prohibits the take of plant and animal species that the California Fish and Game Commission has designated as either threatened, rare, or endangered in California. "Take" in the context of this regulation means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill a listed species (California Fish and Game Code Sections 86 and 2080). The take prohibitions also apply to candidates for listing under the California Endangered Species Act. However, Section 2081 of the act allows the department to issue permits for the minor and incidental take of species by an individual or permitted activity listed under the act.

In accordance with the requirements of the California Endangered Species Act, an agency reviewing a project within its jurisdiction must determine if any state-listed endangered, rare, threatened or candidate species could be present in the project area. The agency also must determine if the project could have a potentially significant impact on such species. In addition, the CDFW encourages informal consultation on any project that could affect any state-listed endangered, rare, threatened or candidate species.

California Fish and Game Code Section 1600. Under sections 1600 et. Seq. of California Fish and Game Code, CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife and requires a Streambed Alteration Agreement for such activities. The CDFW issues a Streambed Alteration Agreement with any necessary mitigation to ensure protection of the State's fish and wildlife resources. The CDFW has jurisdiction over riparian habitats associated with watercourses.

California State Water Resources Control Board/Regional Water Quality Control Board. The California State Water Resources Control Board (SWRCB) and the RWQCB maintain regulatory responsibility for

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22 The commission shall establish a list of endangered species and a list of threatened species. The commission shall add or remove species from either list if it finds, upon the receipt of sufficient scientific information pursuant to this article, and based solely upon the best available scientific information, that the action is warranted. *(Amended by Stats. 2018, Ch. 329, Sec. 4. (SB 473) Effective January 1, 2019.)* State of California, *Senate Bill No. 473 – Chapter 329*, September 2018. Available online at: https://leginfo.legislature.ca.gov/faces/billPdf.xhtml?bill_id=201720180SB473&version=20170SB47391CHP, accessed on May 18, 2022.

management of wetlands and waterbodies in California and may review wetland delineations in concert with the USACE under Section 401 of the Clean Water Act.

Together the SWRCB and Los Angeles RWQCB have jurisdiction over "Waters of the State," (WOS) which are defined as any surface water or groundwater, including saline waters, within the boundaries of the state. The SWRCB or local RWQCB have not established regulations for field determinations of Waters of the State except for wetlands currently. The RWQCB are affected by or shares USACE jurisdiction unless isolated conditions or ephemeral waters are present. Each local RWQCB may delineate their jurisdictions of Waters of the State differently based on current interpretations of jurisdiction.

Procedures for defining RWQCB jurisdiction pursuant to the SWRCB's *State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State* went into effect May 28, 2020. The SWRCB define an area as wetland if, under normal circumstances:

i. the area has continuous or recurrent saturation of the upper substrate caused by groundwater, or shallow surface water, or both;

ii. the duration of such saturation is sufficient to cause anaerobic conditions in the upper substrate; and

iii. the area's vegetation is dominated by hydrophytes or the area lacks vegetation.

The SWRCB's Implementation Guidance for the Wetland Definition and Procedures for Discharges of Dredge and Fill Material to Waters of the State (2020), states that waters of the U.S. and Waters of the State should be delineated using the standard USACE delineation procedures, taking into consideration that the methods shall be modified only to allow for the fact that a lack of vegetation does not preclude an area from meeting the definition of a wetland.

NatureServe Element Ranking for Plants. The CNDDB uses a ranking methodology maintained and periodically revised by NatureServe. It includes a Global rank (G rank), describing the rank for a given taxon over its entire distribution and a State rank (S rank), describing the rank for the taxon over its state distribution. For subspecies and varieties, there is also a "T" rank describing the global rank for the subspecies or variety. The next section of this document details the criteria used to assign element ranks, from G1 to G5 for the Global rank and from S1 to S5 for the State rank, as described below:

- G1 – Critically imperiled; at very high risk of extinction or elimination due to very restricted range, very few populations or occurrences, very steep declines, very severe threats, or other factors.

- G2 – Imperiled; at high risk of extinction or elimination due to restricted range, few populations or occurrences, steep declines, severe threats, or other factors.

- G3 – Vulnerable; at moderate risk of extinction or elimination due to a fairly restricted range, relatively few populations or occurrences, recent and widespread declines, threats, or other factors.
- G4 – Apparently secure; at fairly low risk of extinction or elimination due to an extensive range and/or many populations or occurrences, but with possible cause for some concern as a result of local recent declines, threats, or other factors.
- G5 – Secure; at very low risk of extinction or elimination due to a very extensive range, abundant populations or occurrences, and little to no concern from declines or threats
- S1 – Critically imperiled; at very high risk of extirpation in the jurisdiction due to very restricted range, very few populations or occurrences, very steep declines, severe threats, or other factors.
- S2 – Imperiled; at high risk of extirpation in the jurisdiction due to restricted range, few populations or occurrences, steep declines, severe threats, or other factors.
- S3 – Vulnerable; at moderate risk of extirpation in the jurisdiction due to a fairly restricted range, relatively few populations or occurrences, recent and widespread declines, threats, or other factors.
- S4 – Apparently secure; at a fairly low risk of extirpation in the jurisdiction due to an extensive range and/or many populations or occurrences, but with possible cause for some concern as a result of local recent declines, threats, or other factors.
- S5 – Secure; at very low or no risk of extirpation in the jurisdiction due to a very extensive range, abundant populations or occurrences, with little to no concern from declines or threats.

California Rare Plant Ranks. The California Rare Plant Rank (CRPR) status applies to plants only. The CRPRs are a ranking system originally developed by the CNPS to better define and categorize rarity in California's flora. All plants tracked by the CNDDB are assigned to a CRPR category. These categories are:

- 1A Presumed extirpated in California and either rare or extinct elsewhere
- 1B Rare or Endangered in California and elsewhere
- 2A Presumed extirpated in California, but more common elsewhere
- 2B Rare or Endangered in California, but more common elsewhere
- 3 Plants for which we need more information – Review list
- 4 Plants of limited distribution – Watch list

In addition, the CRPR use a decimal-style threat rank. The threat rank is an extension added onto the CRPR and designates the level of threats by a 1 to 3 ranking with 1 being the most threatened and 3 being the least threatened. Most CRPRs read as 1B.1, 1B.2, 1B.3, etc. Note that some Rank 3 plants do not have a threat code extension due to difficulty in ascertaining threats for these species. Rank 1A and 2A plants also do not have threat code extensions since there are no known extant populations of the plants in California.

Natural Community Conservation Act. The Natural Community Conservation Act (NCCA) (CFGC Chapter 10, Division 3, Sections 2800 et seq.) was enacted in 1991. NCCA is administered by CDFW. The goal of this Act is to identify and secure habitat areas for protection of biodiversity. Habitat areas are identified by CDFW, and plans are prepared for habitat protection. When a development project is proposed, a determination is made concerning the potential impacts of the project on biodiversity and the best means of avoiding or mitigating them. NCCA allows local, state or federal agencies to enter into agreements with public and private entities to implement a "natural community conservation plan" (NCCP), e.g., habitat and species protection within a specified geographic area. Participation in an NCCP does not exempt a development project from CEQA. Mitigation measures pursuant to CEQA may, as an alternative, include participation in an NCCP in order to reduce the burden for on-site mitigation.

Sensitive Vegetation Communities. Sensitive vegetation communities are natural communities and habitats that are either unique, of relatively limited distribution in the region, or of particularly high wildlife value. These resources have been defined by federal, state, and local conservation plans, policies or regulations. The CDFW ranks such vegetation communities as "threatened" or "very threatened" and keeps records of their occurrences in the California Natural Diversity Database (CNDDB). Sensitive vegetation communities are also identified by the CDFW on its List of California Natural Communities Recognized by the CNDDB. Impacts to these vegetation communities and habitats identified in local or regional plans, policies, regulations, or by federal or state agencies must be considered and evaluated under CEQA.[23]

Habitat Conservation Plans. HCPs, designated under the Federal Endangered Species Act Section 10(a)(1)(B), are federal planning documents designed to conserve the ecosystems upon which listed species depend, ultimately contributing to their recovery. HCPs require a "take permit" when a project will affect a species identified as listed, non-listed or eligible under the act and detail how those impacts

[23] California Department of Fish & Wildlife, *Natural Communities*, available online at: https://wildlife.ca.gov/Data/VegCAMP/Natural-Communities, accessed on May 10, 2022.

will be minimized or mitigated; and how the HCP is to be funded.[24] No HCPs are located in the Harbor LA CPAs.

California Native Plant Protection Act. The California Native Plant Society (CNPS) maintains a list of special status plant species based on collected scientific information. Designation of these species by CNPS has no legal status or protection under federal or state endangered species legislation. CNPS designations are defined as List 1A (plants presumed extinct); List 1B (plants rare, threatened, or endangered in California and elsewhere); List 2 (plants rare, threatened, or endangered in California, but more numerous elsewhere); List 3 (plants about which more information is needed – a review list); and List 4 (plants of limited distribution – a watch list). In general, plants appearing on CNPS List 1A, 1B, or 2 meet the criteria of Section 15380 of the *State CEQA Guidelines*; thus, substantial adverse effects to these species would be considered significant. Additionally, plants constituting CNPS List 1A, 1B, or 2 meet the definitions of California Department Fish and Game Code Section 1901 (Native Plant Protection Act) or Sections 2062 and 2067 (California Endangered Species Act).

California Migratory Bird Protection Act. Assembly Bill 454 (AB 454), the California Migratory Bird Protection Act, which expires on January 20, 2025, makes it unlawful the taking or possession of any migratory nongame bird designated in the federal act before January 1, 2017, any additional migratory nongame bird that may be designated in the federal act after that date, or any part of those migratory nongame birds, except as provided by rules and regulations adopted by the United States Secretary of the Interior under the federal act before January 1, 2017, or subsequent rules or regulations adopted pursuant to the federal act, unless those rules or regulations are inconsistent with the Fish and Game Code.

AB 454, also reenacted, operative January 20, 2025, the existing provisions of law regarding the taking or possession of any migratory nongame bird as designated in the federal act, or any part of such migratory nongame bird, except as specified.

Porter-Cologne Water Quality Control Act. Waters of the State are defined by the Porter-Cologne Water Quality Control Act as "any surface water or groundwater, including saline waters, within the boundaries of the state." The RWQCB protects all waters in its regulatory scope, but has special responsibility for isolated wetlands and headwaters. These water bodies have high resource value, are vulnerable to filling, and may not be regulated by other programs, such as Section 404 of the Clean Water Act. Waters of the State are regulated by the RWQCB under the State Water Quality Certification Program, which regulates discharges of dredged and fill material under Section 401 of the Clean Water

[24] Conservation Biology Institute, *Habitat Conservation Plans: Data Basin*, available online at: https://databasin.org/maps/new/#datasets=c116dd0d32df408cb44ece185d98731c, accessed June 29, 2022.

Act and the Porter-Cologne Water Quality Control Act. Projects that require a Corps permit, or fall under other federal jurisdiction, and have the potential to impact Waters of the State are required to comply with the terms of the State Water Quality Certification Program. If a proposed project does not require a federal license or permit, but does involve activities that may result in a discharge of harmful substances to Waters of the State, the RWQCB has the option to regulate such activities under its State authority in the form of Waste Discharge Requirements or Certification of Waste Discharge Requirements.

California Fish and Wildlife Code – Fully Protected Species and Species of Special Concern. The classification of "fully protected species" was the CDFW's initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The California Fish and Wildlife Code Sections (fish at Section 5515, amphibians and reptiles at Section 5050, birds at Section 3511(b), and mammals at Section 4700) dealing with "fully protected" species state that these species "may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species," although take may be authorized for necessary scientific research. This language makes the "fully protected" designation the strongest and most restrictive regarding the "take" of these species. In 2003, the California Fish and Wildlife Code sections dealing with fully protected species were amended to allow the CDFW to authorize takings resulting from recovery activities for state-listed species.

Species of "special concern" are broadly defined as animals not listed under the FESA or CESA, but that are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing or because they historically occurred in low numbers and known threats to their persistence currently exist.[25] This designation is intended to result in special consideration for these animals by the CDFW, land managers, consulting biologists, and others, and is intended to focus attention on the species to help avert the need for listing under FESA and CESA, and recovery efforts that might ultimately be required. This designation is also intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they may require consideration under CEQA during project review if they meet the definition of endangered, rare or threatened species in *State CEQA Guidelines* Section 15380 which is not limited to listed species.

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25 California Department of Fish & Wildlife, *Species of Special Concern*, available online at: https://wildlife.ca.gov/Conservation/SSC, accessed May 17, 2022.

Fish and Wildlife Code Sections 3503 & 3513. According to Section 3503 of the California Fish and Game Code it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (except English sparrows [*Passer domesticus*] and European starlings [*Sturnus vulgaris*]). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the MBTA, prohibiting the take or possession of any migratory non-game bird. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered a "take" by the CDFW. The same procedures identified above to avoid a violation of the Federal Migratory Bird Treaty Act are recognized by the CDFW to avoid a take in violation of these provisions.

California Coastal Act, Public Resource Code, Section 30233.

The California Coastal Act of 1976 was adopted to protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources. The Coastal Act is also intended to enforce orderly, balanced utilization and conservation of coastal zone resources, and priority for coastal dependent and coastal-related development over other development on the coast.

a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

    a. New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

    b. Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

    c. In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

    d. Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

    e. Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

    f. Restoration purposes.

g. Nature study, aquaculture, or similar resource-dependent activities.

b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for these purposes to appropriate beaches or into suitable longshore current systems.

c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

   For the purposes of this section, "commercial fishing facilities in Bodega Bay" means that not less than 80 percent of all boating facilities proposed to be developed or improved, where the improvement would create additional berths in Bodega Bay, shall be designed and used for commercial fishing activities.

d) Erosion control and flood control facilities constructed on watercourses can impede the movement of sediment and nutrients that would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for these purposes are the method of placement, time of year of placement, and sensitivity of the placement area."

Local

City of Los Angeles Fire Department (LAFD) Brush Clearance Requirements. According to Chapter 49 of the LAFD Code (Section 4906.3), which regulates hazardous vegetation and fuel management:

Hazardous vegetation and fuels around all applicable buildings and structures shall be maintained in accordance with the following laws and regulations:

- **Public Resources Code, Section 4291.** "Maintain defensible space of 100 feet from each side and from the front and rear of the structure… The amount of fuel modification necessary shall take into account the flammability of the structure as affected by building material, building standards, location, and type of vegetation. Fuels shall be maintained in a condition so that a wildfire burning under average weather conditions would be unlikely to ignite the structure."

- **California Code of Regulations, Title 14, Division 1.5, Chapter 7, Subchapter 3, Section 1299** (see guidance for implementation "General Guideline to Create Defensible Space"). "(A) Dead and dying woody surface fuels and aerial fuels shall be removed. Loose surface litter, normally consisting of fallen leaves or needles, twigs, bark, cones, and small branches, shall be permitted to a maximum depth of three inches (3 in.). (B) Cut annual grasses and forbs down to a maximum height of four inches (4 in.). (C) All exposed wood piles must have a minimum of ten feet (10 ft.) of clearance, down to bare mineral soil, in all directions."

- **California Code of Regulations, Title 19, Division 1, Chapter 1, Subchapter 1, Section 3.07.** "(1) Maintain around and adjacent to such building or structure a firebreak made by removing and clearing away, for a distance of not less than 30 feet on each side thereof or to the property line, whichever is nearer, all flammable vegetation or other combustible growth. This section does not apply to single specimens of trees, ornamental shrubbery, or similar plants which are used as ground cover, if they do not form a means of rapidly transmitting fire from the native growth to any building or structure. (2) Maintain around and adjacent to any such building or structure additional fire protection or firebreak made by removing all bush, flammable vegetation, or combustible growth which is located from 30 feet to 100 feet from such building or structure or to the property line, whichever is nearer, as may be required by the enforcing agency if he finds that, because of extra hazardous conditions, a firebreak of only 30 feet around such building or structure is not sufficient to provide reasonable fire safety. Grass and other vegetation located more than 30 feet from such building or structure and less than 18 inches in height above the ground may be maintained where necessary to stabilize the soil and prevent erosion."

These codes require fuel management and maintenance of defensible space, particularly in Very High Fire Hazard Severity Zones as well as adjacent to existing structures. The codes do not provide exceptions to fuel modification requirements for the purposes of maintaining habitat around protected trees or sensitive habitat. These requirements for fuel management include trees, as well as shrubs and grasses.

City of Los Angeles Municipal Code – Protected Trees and Shrubs. Native species of oak (*Quercus* sp., except scrub oak [*Q. berberidifolia*]), Southern California black walnut (*Juglans californica*), California bay laurel (*Umbellularia californica*) and western sycamore (*Platanus racemosa*) trees at least four inches in

diameter (cumulative for multi-trunked trees) at 4.5 feet above the ground level at the base of the tree ("diameter-at-breast height," or DBH) are protected in the City under Ordinance No. 177,404, which became effective April 23, 2006. On December 11, 2020, the City adopted Ordinance No. 186,873, extending protection status to include two native shrub species, the Mexican Elderberry (*Sambucus mexicana*) and Toyon (*Heteromeles arbutifolia*) shrubs and amending provisions of Sections 12.21, 17.02, 17.05, 17.06, 17.51, 46.00, 46.01, 46.02, 46.03, 46.04, and 46.06 of the Los Angeles Municipal Code (LAMC).

Section 17.05 of the LAMC prohibits, without a permit, the removal of any regulated protected tree including "acts which inflict damage upon root systems or other parts of the tree…" and requires replacement of all regulated protected trees that are removed on at least a four-to-one basis with trees that are of a protected variety. Replacement trees must be at least 15 gallons or larger, measure one inch or more in diameter at a foot above the base, and measure at least seven feet in height from the base. The size and number of replacement trees shall approximate the value of the tree to be replaced. A protected tree shall only be replaced by other protected tree varieties and shall not be replaced by shrubs, and similarly, a protected shrub shall only be replaced by other protected shrub varieties and shall not be replaced by trees, to the extent feasible as determined by the Advisory Agency, Board of Public Works (Board), or certified arborist. Further, when replacing more than two protected trees or shrubs, the permit at issue must be considered at a full public hearing of the Board. The City also requires preparation of a report by a tree expert identifying protected on-site trees, impacts to trees related to grading and construction, and mitigation measures for impacts to protected trees. However, native trees that have been planted as part of a tree planting program are exempt from this Ordinance and are not considered protected.

City of Los Angeles Framework Element. The Citywide General Plan Framework Element (Framework Element) establishes the conceptual basis for the City's General Plan. The Framework Element sets forth a comprehensive Citywide long-range growth strategy and defines Citywide policies regarding land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. Chapter 6, Open Space and Conservation, of the City's Framework Element identifies goals, objectives, and policies for the City relative to biological resources. As shown in Table 4.3-2, Objective 6.1 of the Open Space and Conservation Chapter of the City's Framework Element specifies the protection of "the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region." Policy 6.1.2 requires the coordination of "City operations and development policies for the protection and conservation of open space resources, by … preserving habitat linkages, where feasible, to provide wildlife corridors and to protect natural animal ranges."

City of Los Angeles Conservation Element. The Conservation Element adopted in 2001, contains policies related to the identification and protection of sensitive plant, animal species, significant ecological areas (SEAs) and other resources. State law recognized that state requirements regarding the content of one element may overlap the requirements of another. As allowed by state law, Los Angeles has opted to incorporate natural open space agricultural and other open space features of the state's open space requirements into the Conservation Element which primarily addresses preservation, conservation, protection, and enhancement of the city's natural resources.

State law intends that conservation elements address "conservation, development, and utilization of natural resources including water and hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources." State general plan legislation was amended (1995) to require that preparation of the water portion of the general plan address water and land reclamation, water (including ocean) pollution, regulation, and use of land in stream beds, erosion, watershed protection, flood control and rock, sand and gravel resources. "Open space land," as defined by the California Government Code (Section 65560), is "any parcel or area of land or water that is devoted to an open-space use as defined in this section, and that is designated on a local, regional, or state open-space plan as any of the following," including:

1. Open space for the preservation of natural resources, including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays, and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

2. Open space used for the managed production of resources, including, but not limited to, forest lands, rangeland, agricultural lands, and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers, and streams that are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

3. Open space for outdoor recreation, including, but not limited to, areas of outstanding scenic, historic, and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas that serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

4. Open space for public health and safety, including, but not limited to, areas that require special management or regulation because of hazardous or special conditions such as earthquake fault zones,

unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs, and areas required for the protection and enhancement of air quality.

5. Open space in support of the mission of military installations that comprises areas adjacent to military installations, military training routes, and underlying restricted airspace that can provide additional buffer zones to military activities and complement the resource values of the military lands.

6. Open space for the protection of places, features, and objects described in Sections 5097.9 and 5097.997 of the Public Resources Code.

Table 4.3-2
Relevant General Plan Biological Resources Goals, Objectives, and Policies

Goal/Objective/Policy	Goal/Objective/Policy Description
	Framework Element-Chapter 6 Open Space and Conservation
Goal 6A	An integrated Citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.
Objective 6.1	Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.
Policy 6.1.1	Consider appropriate methodologies to protect significant remaining open spaces for resource protection and mitigation of environmental hazards, such as flooding, in and on the periphery of the City, such as the use of tax incentives for landowners to preserve their lands, development rights exchanges in the local area, participation in land banking, public acquisition, land exchanges, and Williamson Act contracts.
Policy 6.1.2	Coordinate City operations and development policies for the protection and conservation of open space resources, by: Encouraging City departments to take the lead in utilizing water re-use technology, including graywater and reclaimed water for public landscape maintenance purposes and such other purposes as may be feasible; and Preserving habitat linkages, where feasible, to provide wildlife corridors and to protect natural animal ranges; and Preserving natural viewsheds, whenever possible, in hillside and coastal areas.
Policy 6.1.3	Reassess the environmental importance of the County of Los Angeles designated Significant Ecological Areas (SEAs) that occur within the City of Los Angeles and evaluate the appropriateness of the inclusion of other areas that may exhibit equivalent environmental value.
Policy 6.1.4	Conserve, and manage the undeveloped portions of the City's watersheds, where feasible, as open spaces which protect, conserve, and enhance natural resources.
Policy 6.1.5	Provide for an on-site evaluation of sites located outside of targeted growth areas, as specified in amendments to the community plans, for the identification of sensitive habitats, sensitive species, and an analysis of wildlife movement, with specific emphasis on the evaluation of areas identified on the Biological Resource Maps contained in the Framework Element's Technical Background Report and Environmental Impact Report.
Policy 6.1.6	Consider preservation of private land open space to the maximum extent feasible. In areas where open space values determine the character of the community, development should occur with special consideration of these characteristics.

Goal/Objective/Policy	Goal/Objective/Policy Description
Policy 6.1.7	Encourage an increase of open space where opportunities exist throughout the City to protect wild areas such as the Sepulveda Basin and Chatsworth Reservoir.
Conservation Element – Endangered Species	
Policy 1	Continue to require evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts on sensitive animal and plant species and their habitats and habitat corridors relative to land development activities.
Policy 2	Continue to administer city-owned and managed properties so as to protect and/or enhance the survival of sensitive plant and animal species to the greatest practical extent.
Policy 3	Continue to support legislation that encourages and facilitates protection of endangered, threatened, sensitive and rare species and their habitats and habitat corridors.
Conservation Element – Habitats	
Policy 1	Continue to identify significant habitat areas, corridors and buffers and to take measures to protect, enhance and/or restore them.
Policy 2	Continue to protect, restore, and/or enhance habitat areas, linkages and corridor segments, to the greatest extent practical, within City owned or managed sites.
Policy 3	Continue to work cooperatively with other agencies and entities in protecting local habitats and endangered, threatened, sensitive, and rare species.
Policy 4	Continue to support legislation that encourages and facilitates protection of local native plant and animal habitats.

Source: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, originally adopted 1996, re-adopted 2001; City of Los Angeles, City of Los Angeles General Plan Conservation Element, adopted 2001.

Los Angeles River Revitalization Master Plan. The City of Los Angeles adopted the Los Angeles River Revitalization Master Plan (LARRMP) in 2007 with the goal of restoring the ecological and hydrological functioning of the river, through the recreation of a riparian habitat corridor in the channel, and through the removal of concrete walls where feasible. This would help restore a continuous, functioning riparian ecosystem that supports vegetation as well as birds and mammals, and developing fish passages, fish ladders, and riffle pools.

Development and implementation of the LARRMP would maintain the river as a resource that provides flood protection and opportunities for recreational and environmental enhancement, as well as intend to improve the aesthetics of the region, enrich the quality of life for residents, and help sustain the economy of the region. Goals of the plan include:

- Establishing environmentally sensitive urban design guidelines, land use guidelines, and development guidelines for the River zone that would create economic development opportunities to enhance and improve River-adjacent communities by providing open space, housing, retail spaces such as restaurants and cafes, educational facilities, and places for other public institutions.

- Improving the environment, enhancing water quality, improving water resources, and improving the ecological functioning of the River.

- Providing public access to the River.
- Providing significant recreation space and open space, new trails, and improve natural habitats to support wildlife.
- Preserving and enhancing the flood control features of the River.
- Fostering growth in community awareness of the Los Angeles River, and pride in the Los Angeles River.

River Implementation Overlay. The River Implementation Overlay (RIO) is a citywide zoning ordinance (No. 183,145) that applies to properties in close proximity to the Los Angeles River. Per Section 13.17(a), the purposes of the ordinance include but are not limited to: supporting the goals of the LARRMP, contributing to the environmental and ecological health of the City's watersheds, and providing a native habitat and supporting local species. Specific references are made in the ordinance to the LARRMP's native landscaping guidelines.

City of Los Angeles Stormwater Pollution Control Measures for Development Planning and Construction Activities Ordinance. Through LAMC Section 64.72, the City of Los Angeles has established Low Income Development (LID) practices and standards that aim to mitigate stormwater pollution and maximize open, green, and pervious areas on all new developments or redevelopments. The LID Ordinance requires developments of any kind to comply with the Development Best Management Practices Handbook. It also requires all development to be designed to manage and capture stormwater runoff to the maximum extent feasible. Suggested Best Management Practices (BMPs), in priority order, include the following:

- **Infiltration System:** Infiltration refers to the physical process of percolation, or downward seepage, of water through a soil's pore space. As water infiltrates, the natural filtration, adsorption, and biological decomposition properties of soils, plant roots, and micro-organisms work to remove pollutants prior to the water recharging the underlying groundwater. Infiltration can provide multiple benefits, including pollutant removal, peak flow control, groundwater recharge, and flood control. Examples include, but are not limited to:
  - **Bioretention:** Bioretention stormwater treatment facilities are landscaped shallow depressions that capture and filter stormwater runoff. These facilities function as a soil and plant-based filtration device that removes pollutants through a variety of physical, biological, and chemical treatment processes. The facilities normally consist of a ponding area, mulch layer, planting soils, plantings, and, optionally, a subsurface gravel reservoir layer.

  - **Permeable Pavements:** Permeable (or pervious) pavements contain small voids that allow water to pass through to a stone base. They come in a variety of forms; they may be a modular paving system (concrete pavers, modular grass or gravel grids) or poured-in-place pavement (porous concrete, permeable asphalt).

- **Stormwater Capture and Use:** Capture and Use refers to a specific type of BMP that operates by capturing stormwater runoff and holding it for efficient use at a later time. On a commercial or industrial scale, capture and use BMPs are typically synonymous with cisterns, which can be implemented both above and below ground.

- **High Efficiency Biofiltration/Bioretention Systems:** Biofiltration BMPs are landscaped facilities that capture and treat stormwater runoff through a variety of physical and biological treatment processes. Facilities normally consist of a ponding area, mulch layer, planting soils, plants, and in some cases, an underdrain. Runoff that passes through a biofiltration system is treated by the natural adsorption and filtration characteristics of the plants, soils, and microbes with which the water contacts. Examples include, but are not limited to:

  - **Planter Boxes:** Planter boxes are bioretention treatment control measures that are completely contained within an impermeable structure with an underdrain (they do not infiltrate). They are similar to bioretention facilities with underdrains except they are situated at or above ground and are bound by impermeable walls. Planter boxes may be placed adjacent to or near buildings, other structures, or sidewalks.

  - **Bioinfiltration:** Bioinfiltration facilities are designed for partial infiltration of runoff and partial biotreatment. These facilities include a raised underdrain above a gravel sump designed to facilitate infiltration and nitrification/denitrification. These facilities can be used in areas where there are little to no hazards associated with infiltration, but infiltration screening does not allow for infiltration BMPs due to low infiltration rates or high depths of fill.

City of Los Angeles General Plan Open Space Element. The Open Space Element of the General Plan includes goals, objectives, policies and programs directed towards the regulation of publicly and privately owned lands both for the benefit of the public as a whole, and for the protection of individuals from the misuse of these lands. The Open Space Element provides guidance and general policies for the

conservation and preservation of open space[26] areas containing the City's environmental resources including air and water.

City of Los Angeles Heritage Trees Ordinance. The City of Los Angeles maintains an inventory of trees with historical, commemorative, or horticultural significance that the City intends to maintain and preserve on City properties, including parks. Heritage trees are not required to be one of the protected tree types covered by Ordinance 177,404. The list of heritage trees is maintained by the City of Los Angeles Department of Recreation and Parks (RAP).

4.3.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to biological resources if they would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS;
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance; and/or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

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26 City of Los Angeles, Department of City Planning, *Open Space Plan – City Plan Case No. 24533,* 1973, p.1, available online at: https://planning.lacity.org/Code_Studies/GeneralElement/openspaceelement.pdf, accessed May 17, 2022.

4.3.4 METHODOLOGY

This section outlines the methodology for evaluating impacts to biological resources, including sensitive natural communities and special status species.

For this analysis, "sensitive natural communities" are considered to be habitats or natural communities that are unique, of relatively limited distribution in the region, and/or of particularly high value for wildlife. Sensitive habitats include specific natural communities defined by CDFW, as well as wetlands and riparian communities, which are considered special status natural communities due to their limited distribution in California. Sensitive natural communities are usually identified in regional or local plans, policies, or regulations, and may or may not contain special status species.

For purposes of this analysis, "special status species" include:

- Plants and wildlife species listed as rare, threatened, or endangered under the FESA or the CESA;
- Species that are candidates for listing under federal or state law;
- Species designated by the USFWS as Proposed or Candidates for listing and/or species designated as Species of Special Concern by CDFW;
- Species protected by the Federal Migratory Bird Treaty Act;
- Species identified as rare, threatened, or endangered by the California Native Plant Society (CNPS).
- Any other species that may be considered endangered or rare pursuant to *State CEQA Guidelines* Section 15380(b).

The impact area studied in this analysis considered potential impacts to biological resources in the Harbor LA CPAs (including all open space areas and coastal zones). With the exception of migratory birds, urban parcels within and adjacent to the Harbor LA CPAs are not expected to contain special status species or sensitive natural communities.

The impact analysis considers the indirect impacts from the reasonably anticipated development of the Proposed Plans to special status species and sensitive natural communities under the threshold questions. Impacts to biological resources could include the direct take of a species or the removal or disturbance of habitats from future development or more indirect delayed or secondary effects from future development, such as fragmentation, pollination interruption, plant and wildlife dispersal interruption, increased risk of fire, and increased invasion of non-native animals and plants that out-compete natives.

4.3.5 IMPACTS

Threshold 4.3-1 **Would implementation of the Proposed Plans have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?**

This impact would be less than significant.

As shown in **Table 4.3-1, Special Status Species Potentially Occurring within the Harbor LA CPAs**, there are numerous special status animal and plant species reported within the Harbor LA CPAs and its vicinity.[27] Ten animal species are listed as endangered, and one is listed as threatened by the CDFW and/or the USFWS. Twenty-two animal species are listed as species of special concern by CDFW. Two plant species are listed as endangered, and 19 are listed as rare or threatened by the CNPS. The potential impacts to these sensitive species through implementation of the Proposed Plans is discussed below.

Endangered Animal Species

According to the CNDDB, the endangered species western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), California least tern (*Sternula antillarum browni*), Belding's savannah sparrow (*Passerculus sandwichensis beldingi*), light-footed Ridgeway's rail (*Rallus obsoletus levipes*), least Bell's vireo (*Vireo bellii pusillus*), Riverside fairy shrimp (*Streptocephalus woottoni*), Mojave tui chub (*Siphateles bicolor mohavensis*), tidewater goby (*Eucyclogobius newberry*), and the Palos Verdes blue butterfly (*Glaucopsyche lygdamus palosverdesensis*) have been historically sighted in the Harbor LA CPAs. However, the areas in which these species were historically found are either fully developed with urban uses or substantially degraded, as such the Harbor LA CPAs largely do not provide suitable habitat for these species; however, Ken Malloy Harbor Regional Park is identified as a Significant Ecological Area (SEA) in the City of Los Angeles, and some of these species, particularly birds, may find refuge there. No changes to the SEA are proposed under the Proposed Plans. Further, it should be noted that there have been no recent observations recorded of any of these species within the CPAs. In addition, as a planning tool, the Proposed Plans are intended to plan for and accommodate foreseeable growth in the CPAs consistent with the growth strategies of the City as provided in the Framework Elements, the policies of SB 375, and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities

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27 California Department of Fish and Wildlife, California Natural Diversity Database (CNDDB) search for Torrance USGS quadrangle, available online at: https://wildlife.ca.gov/Data/CNDDB. *See also*, State of California Natural Resources Agency, Department of Fish and Wildlife, and CNDDB, *Special Animals List,* April 2022 ,available online at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406, accessed May 18, 2022.

Strategy (RTP/SCS), rather than enable site-specific projects which could impact wildlife. As such, potential impacts to these species would not occur as a result of implementation of the Proposed Plans.

Species of Special Concern

The species of special concern which have been historically sited in the CPAs include the western spadefoot (*Spea hammondii*), redhead *(Aythya americana),* fulvous whistling duck (*Dendrocygna bicolor*), mountain plover (*Charadrius montanus*), tricolored blackbird (*Agelaius tricolor*), yellow headed blackbird (*Xanthocephalus Xanthocephalus*), yellow-breasted chat (*Icteria virens*), black tern (*Chlidonias niger*), yellow warbler (*Setophaga petechia*), coastal California gnatcatcher (*Polioptila californica californica*), burrowing owl (*Athene cunicularia*), coastal cactus wren (*Campylorhynchus brunneicapillus sandiegensis*), Clark's marsh wren (*Cistothorus palustris clarkae*), vermillion flycatcher (*Pyrocephalus rubinus*), south coast marsh vole (*Microtus californicus stephensi*), San Diego desert woodrat (*Neotoma lepida intermedia*), Pacific pocket mouse *Perognathus longimembris pacificus*), pocketed free-tailed bat (*Nyctinomops femorosaccus*), southern California legless lizard (*Anniella stebbinsi*), two-striped gartersnake (*Thamnophis hammondii*), south coast gartersnake (*Thamnophis sirtalis*), and coast horned lizard (*Phrynosoma blainvillii*).

As previously discussed, the areas in which these species were historically found are developed with urban uses or substantially degraded. The CPAs largely do not provide habitat for these species; however, Ken Malloy Harbor Regional Park is identified as a Significant Ecological Area in the City of Los Angeles, and some of these species, particularly birds, may find refuge there. No changes or development would be made to the SEA under the Proposed Plans. In addition, due to the SEAs location within Ken Malloy Harbor Regional Park and existing regulations, indirect impacts to special status species are not anticipated. Further, it should be noted that there have been no recent observations recorded of any of these species within the Harbor LA CPAs. As such, impacts to these species would be ***less than significant.***

Endangered and Threatened Plant Species

Endangered plant species that are listed as having historically sited to occur in the CPAs include Lyon's pentachaeta (*Pentachaeta lyonii*), and salt marsh bird's-beak (*Chloropyron maritimum ssp. maritimum*).

Threatened plant species that have been historically sited to occur in the Harbor LA CPAs include southern tarplant (*Centromadia parryi ssp. australis*), smooth tarplant (*Centromadia pungens ssp laevis*), decumbent goldenbush (*Isocoma menziesii var. decumbens*), Coulter's goldenfields (*Lasthenia glabrata ssp. coulteri*), San Bernardino aster (*Symphyotrichum defoliatum*), suffrutescent wallflower (*Erysimum suffrutescens*), aphanisma (*Aphanisma blitoides*), south coast saltscale (*Atriplex pacifica*), Parish's brittlescale (*Atriplex parishii*), Davidson's saltscale (*Atriplex serenana var. davidsonii*), estuary seablite (*Suaeda esteroa*),

Peirson's morning-glory (*Calystegia peirsonii*), small-flowered morning glory (*Convolvulus simulans*), Brand's star phacelia (*Phacelia stellaris*), southern California black walnut (*Juglans californica*), southwestern spiny rush (*Juncus acutus ssp. leopoldii*), Catalina mariposa lily (*Calochortus catalinae*), mud nama (*Nama stenocarpa*), and prostrate vernal pool navarretia (*Navarretia prostrata*).

As previously discussed, the areas in which these species were historically found are developed with urban uses or are substantially degraded. The Harbor LA CPAs largely do not provide habitat for these species; however, Ken Malloy Harbor Regional Park is identified as a Significant Ecological Area (SEA) due to previous sightings of these species.[28] It should be noted that there have been no recent observations recorded of any of these species within the Harbor LA CPAs. The proposed Harbor LA CPAs does not include policies or zone changes that would directly alter or result in physical impacts to the Ken Malloy Harbor Regional Park. As such, no changes or development would be made to the SEA under the Proposed Plans. As such, direct impacts to endangered species are not anticipated. As stated in the Project Description, the CPAs are anticipated to increase in population through the Proposed Plan horizon year. This increase in population would also not result in any indirect impacts to endangered species as growth would be planned in urbanized areas away from the SEA. Further, anticipated growth would occur over a 20-year timeframe and is expected to accommodate population increases that will occur in the City with or without the Proposed Plans. By accommodating this growth in urbanized areas of the City such as the CPAs and away from SEAs, indirect impacts would not occur. Based on the above, no endangered or threatened plant species are expected to occur in the CPAs. Therefore, impacts would be ***less than significant***.

Migratory Birds

Development under the Proposed Plans could involve construction activity during the bird nesting season, which is generally from March 1 through August 31 and begins as early as February 1 for raptors. While the CPAs are highly urbanized with few trees, any tree could support active bird nests. Ken Malloy Harbor Regional Park, located toward the western edge of the Wilmington-Harbor City CPA, includes open lands with stands of mature trees with higher likelihood of containing active bird nests. As such, tree trimming or removal in the CPAs would have the potential to disturb active nests. However, as discussed above, destruction of any active nest is a violation of the federal MBTA and/or the CFGC. Therefore, impacts to active bird nests would be ***less than significant***.

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28 California Department of Fish and Wildlife. *BIOS 6*, available online at https://apps.wildlife.ca.gov/bios6/, accessed June 28, 2023.

Mitigation Measures

Although the impact conclusion related to nesting birds is found to be less than significant, the City adopts the following additional mitigation measure to add additional protections to ensure compliance with the existing federal and state regulations.

MM BIO-1 For all projects, if any active bird nest is found during a pre-construction nesting bird survey or is discovered inadvertently during earthwork or construction-related activities, a Qualified Biologist shall be retained by the Applicant or Owner to determine an appropriate avoidance buffer which shall be no less than is necessary to protect the nest, eggs and/or fledglings, from damage or disturbance in consideration of the following factors: the bird species, the availability of suitable habitat within the immediate area, the proposed work activity, and existing disturbances associated with surrounding land uses. The buffer shall be demarcated using bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary of the buffer. All construction personnel shall be notified of the buffer zone and shall avoid entering the protected area. No Ground Disturbing Activities or vegetation removal shall occur within this buffer area until the Qualified Biologist has confirmed that breeding/nesting is complete and the young have fledged the nest and/or that the nest is no longer an Active Nest. The Qualified Biologist shall prepare a report prior to the issuance of any building permit detailing the results of the nesting bird survey and subsequent monitoring, which shall be maintained for a minimum of five years after the Certificate of Occupancy is issued.

MM BIO-2 All project applicants for grading, excavation, or building permits will be notified of and shall include on their plans an acknowledgement of the requirement to comply with the federal MBTA and CFGC to not destroy active bird nests and of best practices recommended by qualified biologist to avoid impacts to active nests, including checking for nests prior to construction activities during February 1-August 31 and what to do if an active nest is found during grading or construction activities, including the need to comply with the measures in MM BIO-1.

Significance After Mitigation

Less than significant without mitigation. Mitigation specific to nesting birds is voluntarily added and is not necessary to ensure impacts remain less than significant.

Threshold 4.3-2 **Would implementation of the Proposed Plans have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?**

This impact would be less than significant.

The search of the CNDDB database revealed no sensitive natural communities in the USGS Torrance Quadrangle, with the exception of the abovementioned SEAs within Ken Mallory Park. Any development projects that would occur upon implementation of the Proposed Plans would also be subject to the goals and policies of the City of Los Angeles General Plan Conservation Element to protect sensitive natural communities and riparian habitat, which would have direct and indirect beneficial outcomes for special status species, such as through the protection and preservation of sensitive natural communities and wildlife habitats. The Proposed Plans would not change the objectives, policies, and programs contained within the General Plan Conservation Element.

As previously noted, the Dominguez Channel, an earth-bottom flood control channel, operated and maintained by the Los Angeles County Department of Public Works, crosses through some areas of the Harbor LA CPAs. Although channel-adjacent areas within the CPAs could have supported wildlife at one time, they have since been developed with commercial and industrial uses and do not currently provide quality habitat and are not identified by the USFWS or the CDFW as providing riparian habitat or other sensitive natural communities. No changes would occur relative to the Dominguez Channel under the Proposed Plans.

SEAs located within Los Angeles County contain critical habitats for sensitive species. As discussed above, existing SEAs within the Harbor LA CPAs are limited to the Ken Malloy Harbor Regional Park. The Proposed Plans are limited to policy changes for development and infrastructure outside the Ken Mallory Harbor Regional Park. The Ken Malloy Harbor Regional Park would be designated as Open Space under the proposed Wilmington Harbor City CPA, which does not allow residential uses. Development that is allowed in Open Space areas would be limited to structures with public amenities, such as playground equipment, restrooms, and community centers. Thus, it is reasonably foreseeable that undeveloped Open Space designated areas within the SEA may be disturbed during the lifetime of the Proposed Plan for recreational uses due to future construction activities of park-serving structures.

According to the Conservation Element of the City's General Plan, most publicly owned portions of the SEA generally have been classified in the Open Space Zone and are often part of public park sites. SEAs are not wilderness preserves. Land within SEAs is either privately held, used for public recreation, or

abuts developed areas. SEA designations provide an informational basis for analysis of private projects relative to the *State CEQA Guidelines* review and guide public and private efforts to develop strategies for protecting existing habitats. SEAs serve as a planning document that assists in protecting SEA-designated land from sale and possible development. Designation of a site as the SEA assists efforts to avoid development activities and actions that are incompatible with the long-term survival of the SEAs. The City of Los Angeles Conservation Element contains objectives, policies, and programs that aim to preserve, protect, restore, and enhance natural plant and wildlife diversity, habitats, corridors, and linkages, which include the Ken Mallory Harbor Regional Park. Compliance with these objectives, policies, and programs would have direct and indirect beneficial effects for special status species, such as through preserving, protecting, restoring, and enhancing natural plant and wildlife diversity, habitats, corridors, and linkages to enable the healthy propagation and survival of native species. The Proposed Plan does not include components that would alter the objectives, policies, and programs contained within the City's Conservation Element. In addition, the proposed Wilmington Harbor City CPA would implement its own goals and policies to protect the ecologically important areas within parks in a natural state that future development would be required to follow. Specifically, Policy PO 3.3 of the Wilmington Harbor City CPA encourages the protection and preservations of the ecological habitats of the unique and endangered species of animals and plants within the Ken Malloy Harbor Regional Park. Future development and infrastructure projects within and near Ken Malloy Harbor Regional Park would be required to demonstrate consistency with these policies to minimize impacts on the SEA. As such, development associated with the Proposed Plans is not anticipated to significantly affect any existing habitats within the Ken Malloy Harbor Regional Park. Therefore, impacts related to an adverse effect on riparian habitat would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.3-3 **Would implementation of the Proposed Plans have a substantial adverse effect on federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

This impact would be less than significant.

As previously discussed, **Figure 4.3-2, Wetlands, Streams, and Riparian Areas within Harbor LA CPAs,** shows Harbor Lake, which is defined as a "fresh water forested/shrub wetland", "freshwater emergent" and "freshwater pond" by the USFWS National Wetlands Inventory.[29] Even with the existing Interstate 5 freeway traversing over the western portion of the lake and park, Harbor Lake functions as a wetland and water source for the urban-adapted resident wildlife and for those that stopover during migration.

The Los Angeles County Flood Control District's Dominguez Channel which passes through the Harbor Gateway CPA and the southeastern portion of the Wilmington-Harbor City CPA, are both defined as "permanently flowing lower perennial river," human-excavated and channelized (concrete edged).

Reasonably anticipated development from the Proposed Plans would not directly or indirectly affect the Los Angeles River, Dominguez Channel, or Machado Lake (located in Ken Malloy Harbor Regional Park). As part of the Los Angeles River Revitalization Master Plan, goals in the plan intend to improve water quality, create, and restore habitat within and adjacent to the river. These restoration goals intend to ensure that any growth from the Proposed Plans occurring directly adjacent to the river would improve and not degrade existing conditions. Additionally, areas immediately adjacent to the Dominguez Channel in the Harbor Gateway CPA would be changed from manufacturing to commercial zones. Specifically, these areas would be designated as Regional Center under the Harbor LA Plan, which would allow commercial development (ex., government, entertainment, and cultural facilities) with lower development intensity compared to existing uses. Furthermore, the City's Stormwater and Urban Runoff Pollution Control Ordinance would require future development in the CPAs to comply with the SUSMP requirements, which require the inclusion of BMPs in a project's design to prevent, control and reduce stormwater pollutants, if applicable; integrate LID practices and standards for stormwater pollution mitigation; and maximize open, green, and pervious space on all development consistent with the City's landscape ordinance and other related requirements to ensure that construction does not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality that could affect downstream waterways including the Los Angeles River, or the Dominguez Channel. Lake Machado is located entirely in the Ken Mallory Regional Park and the Proposed Plans would not implement land use changes or policies that would allow for future development to occur in Ken Mallory Regional Park. Furthermore, due to the distance and intervening infrastructure and landscape, future development within areas surrounding Ken Mallory Regional Park would not drain into Machado Lake

[29] U.S. Fish & Wildlife Service, National Wetlands Inventory, available online at: https://www.fws.gov/wetlands/Data/Mapper.html, accessed on June 14, 2022.

or substantially degrade its water quality. Implementation of the Proposed Plans would have a ***less than significant*** impact on federally protected wetlands.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.3-4 **Would implementation of the Proposed Plans interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

This impact would be less than significant.

Impacts to migratory birds are analyzed in **Threshold 4.3-1**.

The heavily developed nature of the Harbor LA CPAs and surrounding areas has fragmented any potential wildlife corridors. One potential wildlife corridor near the Harbor LA CPAs is the Dominguez Channel. However, no portion of the Proposed Plans would alter the concrete-edged channel in any way, including allowing development that could impede existing wildlife movement along its course. The Lower Firilioum open space area is identified by the City Rancho Palos Verdes as a local wildlife corridor. However, this area is located more than six miles west of the Wilmington-Harbor City CPA. The intervening areas between the Harbor LA CPAs and the Lower Firilioum open space preserve are highly developed, making it an unlikely wildlife corridor. In addition, future development within the Harbor LA CPAs would follow all adjacency buffers, light and glare standards, and setback standards within the Proposed Plans in regard to areas adjacent to the channel. Therefore, impacts related to migratory species are ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.3-5 **Would implementation of the Proposed Plans conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?**

This impact would be less than significant.

The City of Los Angeles Tree Preservation Ordinance makes it illegal to remove or fatally harm protected trees and shrubs without the issuance of a permit. The City of Los Angeles Recreation and Parks Department (RAP) has also identified heritage trees throughout the City, although these are not protected by any regulation unless they are one of the protected species covered by the Tree Preservation Ordinance. As discussed in Existing Environmental Setting, approximately 304 heritage trees are located in the CPA.[30] Future development occurring in the CPAs are not expected to affect heritage trees as these trees are generally located on public property and RAP is responsible for the maintenance and protection of heritage trees from injury.

Some ordinance-protected trees and shrubs may be located on private property and in street rights-of-way. These trees and shrubs are protected by the City of Los Angeles Tree Preservation Ordinance, which makes it illegal to relocate, remove, or fatally harm the trees or shrubs without the issuance of a permit by the LADPW. Per the Protected Tree Regulations (4a) listed in Ordinance 186873, in the event that the LADPW approves a tree removal, replacement of the tree would be required with at least two trees of a protected variety (Ordinance No. 186873). The Proposed Plans do not include any components that would preclude implementation of or alter these policies or procedures. Thus, implementation of the Proposed Plans would not conflict with any local policies or ordinances protecting biological resources, including protected trees.[31]

As provided in **Table 4.3-3, Harbor LA Community Plans Consistency with Relevant General Plan Biological Resources Goals, Objectives, and Policies**, the Proposed Plans would not conflict with goals,

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30 City of Los Angeles, Bureau of Engineering Department of Public Works, *NavigateLA*, 2016, available online at: http://navigatela.lacity.org/navigatela/, accessed on May 17, 2022.

31 City of Los Angeles, Office of the City Clerk, *Ordinance No. 186873*, available online at: https://clkrep.lacity.org/onlinedocs/2013/13-1339_ORD_186873_02-04-2021.pdf, accessed on September 17, 2021.

policies, and programs of the General Plan Framework or the City Conservation Element. Reasonably anticipated development from the Proposed Plans would include infill development in an urban area and, therefore, would not interfere with natural resources or degrade the sustainability of natural resources in the region. The Proposed Plans would not disrupt existing open space or encroach upon any natural settings.

Table 4.3-3
Harbor LA Community Plans Consistency with Relevant General Plan Biological Resources Goals, Objectives, and Policies

Goal/Objective/Policy	Consistency
Framework Element – Chapter 6 Open Space and Conservation	
Goal 6A: An integrated Citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses	**Consistent.** The CPAs are developed urban areas that lack substantial open spaces. Reasonably anticipated development under the Proposed Plans would not adversely affect planned private or public open spaces. To the contrary, the Proposed Plans encourage the preservation and enhancement of existing parks.
Objective 6.1: Protect the City's natural settings from the encroachment of urban development, allowing for the development, use, management, and maintenance of each component of the City's natural resources to contribute to the sustainability of the region.	**Consistent.** The CPAs are developed urban areas that generally lack native biological habitat. By facilitating development in an already urbanized area, the Proposed Plans would avoid potential impacts to habitat areas and corridors.
Conservation Element	
Policy 1: Continue to identify significant habitat areas, corridors and buffers and to take measures to protect, enhance and/or restore them.	**Consistent.** The CPAs are developed urban areas that generally lack native biological habitat. By facilitating development in an already urbanized area, the Proposed Plans would avoid potential impacts to habitat areas and corridors.
Policy 2: Continue to protect, restore, and/or enhance habitat areas, linkages and corridor segments, to the greatest extent practical, within City owned or managed sites.	**Consistent.** The CPAs are developed urban areas that generally lack native biological habitat. By facilitating development in an already urbanized area, the Proposed Plans would avoid potential impacts to habitat areas and corridors.
Policy 3: Continue to work cooperatively with other agencies and entities in protecting local habitats and endangered, threatened, sensitive, and rare species.	**Not Applicable.** This policy is aimed at working with other entities to protect habitats, which is not the specific purpose of the Proposed Plans. Nevertheless, as noted above, reasonably anticipated development from the Project would include infill development, thus relieving pressure for encroachment of urban development into areas containing natural resources.
Policy 4: Continue to support legislation that encourages and facilitates protection of local native plant and animal habitats.	**Not Applicable.** This policy is aimed at support for legislation that would protect native plant and animal habitats, which is not the specific purpose of the Proposed Plans. Nevertheless, as noted above, reasonably anticipated development from the Proposed Plans would include infill development, thus relieving pressure for encroachment of urban development into areas containing natural resources.

Source: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, originally adopted 1996, re-adopted 2001. Available online at: https://planning.lacity.org/odocument/513c3139-81df-4c82-9787-78f677da1561/Framework_Element.pdf; *City of Los Angeles, City of Los Angeles General Plan Conservation Element, adopted 2001.* Available online at: https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf.

As discussed under **Threshold 4.3-2**, any development project that would occur in areas adjacent to Dominguez Channel would be required to follow all adjacency buffers, light and glare standards, and setback standards within the Proposed Plans in regard to areas adjacent to the channel. Therefore, impacts related to conflict with the tree preservation ordinance would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.3-6 **Would implementation of the Proposed Plans conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

No impact would occur.

There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans in the Harbor LA CPAs. The Rancho Palos Verdes NCCP/HCP plan area is located approximately 1.8 miles west of the Harbor LA CPAs. However, due to the existing development (i.e., residences, commercial uses) between the Harbor LA CPAs and the Rancho Palos Verdes NCCP/HCP, potential conflicts to the NCCP/HCP are not anticipated. Therefore, ***no impact*** would occur.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No impact.

4.3.6 CUMULATIVE IMPACTS

The geographic area to analyze cumulatively considerable biological resource impacts includes the Harbor LA CPAs and immediately adjacent areas that could be indirectly affected.

Sensitive Species and Habitats, including Riparian Habitat

Development within the CPAs through 2040 generally would not affect sensitive plant or animal species since the Harbor LA CPAs are largely urbanized, and the General Plan Framework and other policy documents primarily emphasize infill development in already urbanized areas that lack native biological habitats. Isolated individual projects may adversely affect sensitive species and habitats, including wetlands, but such impacts would be addressed on a case-by-case basis as part of project-level environmental reviews. Cumulative impacts from the Proposed Plans would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

Trees located throughout the City, including the CPAs, could potentially support migratory birds. As discussed previously, destruction of any active nest is a violation of federal and state regulatory measures (MBTA and/or the CFGC). **Mitigation Measures MM BIO-1** and **MM BIO-2** have been included as an added precaution in this EIR although the Proposed Plans would have a less than significant impact to provide additional requirements to ensure compliance with the federal and state requirements. The mitigation measures along with the MBTA would ensure that cumulative impacts to migratory birds from the Project would not be cumulatively considerable and the cumulative impacts would not be significant.

Based on the above information, cumulative impacts to sensitive species and habitats, including riparian or wetland habitats, could occur within the CPAs; however, the incremental contribution of the Proposed Plans to cumulative impacts to sensitive species and habitats would not be cumulatively considerable and cumulative impacts related to sensitive species and habitats would be ***less than significant***.

Wildlife Movement

Reasonably anticipated development from the Proposed Plans within the CPAs generally would not disrupt wildlife movement because the future development would primarily focus on infill development where wildlife corridors are not present. There are no identified wildlife corridors within or adjacent to the Harbor LA CPAs with the nearest identified wildlife corridor being six miles from the Harbor LA CPAs. and as such ***no cumulative impact*** would occur.

Heritage Trees and Ordinance-Protected Trees and Shrubs

The City's Tree Preservation Ordinance provides protection for four tree and two shrub species citywide, as previously discussed. All future development in the CPAs would also be subject to these existing ordinances and regulations. Compliance with the Tree Preservation Ordinance would ensure that there would be no net loss of protected trees or shrubs citywide. Based on this information, the incremental

effect of the Proposed Plans would not be cumulatively considerable and cumulative impacts related to Protected Tree Ordinance and other local policies would be ***less than significant***.

4.3.7 REFERENCES

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4.4 CULTURAL RESOURCES

INTRODUCTION

This section analyzes the potential environmental effects on cultural resources, which includes historical, and archaeological resources in the Harbor LA Community Plan Areas (CPAs) from implementation of the Proposed Plans.[1] This section was prepared by using SurveyLA Historic Resources Survey Reports created by the City of Los Angeles. Topics addressed include historical and archaeological resources, and human remains, paleontological resources are addressed in **Section 4.6, Geology and Soils,** and tribal cultural resources are addressed in **Section 4.16, Tribal Cultural Resources**.

4.4.1 EXISTING ENVIRONMENTAL SETTING

Two Historic Resources Survey Reports (Survey Reports) were completed as part of the SurveyLA project on behalf of the Los Angeles City Planning's Office of Historic Resources (OHR) for the Harbor Gateway Community Plan Area and the Wilmington-Harbor City Community Plan Area, collectively identified as the Harbor LA CPAs in this environmental impact report (EIR). The field surveys which support the findings of the Survey Reports were undertaken from September 2011 to May 2012 by Galvin Preservation Associates.[2] Excerpts from these reports are provided herein. It should be noted that historical resources change over time as new resources become of age and are added to inventories. Due to the age of the Survey Reports (more than 10 years old), they are not intended to be a comprehensive listing of all resources in the CPAs, however, they provide sufficient information to allow for a program level analysis as is appropriate for this EIR.

Harbor LA CPAs Historical Background

Wilmington-Harbor City Community Plan Area

The Wilmington-Harbor City CPA is located adjacent to the Los Angeles Harbor, in the flat plain of the Los Angeles Basin that falls to the south of the Santa Monica Mountains. The area is generally flat. The area is defined on its southern boundary by the geography of the Inner Harbor. The majority of the Wilmington-Harbor City CPA is bounded and shaped by human-made features, including freeways and wide

1 The Harbor LA Community Plans Update includes the Harbor Gateway Community Plan and the Wilmington-Harbor City Community Plan, hereinafter, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans".

2 Both of these reports are available online at: http://historicplacesla.org/documents/fileuploads/files/SurveyLA_HG.pdf and https://planning.lacity.org/odocument/4cdd60e2-ed2e-4d7b-8c2e-25afa03d5607/Wilmington-Harbor_Draft_Final_Report_HPLAEdit.pdf

boulevards that traverse much of the City. Much of the Wilmington-Harbor City CPA consists of streets laid out along a general north-south and east-west grid, though some of the major thoroughfares follow a curve of some degree. Alameda Street, the most dramatic example, curves to the northeast and follows the route of the Southern Pacific Railroad tracks.

Two major freeways and one state route are located within or adjacent to the Wilmington-Harbor City CPA. Interstate 110 (Harbor Freeway) is located in its western portion, Interstate 710 (Long Beach Freeway) is located in its southeastern portion, and State Route 103 (Terminal Island Freeway) is located in its eastern portion. South of Pacific Coast Highway, Interstate 110 is sited west of Figueroa Street (to the east of Interstate 110 is industrial development, Ken Malloy Harbor Regional Park, and Los Angeles Harbor College). North of Pacific Coast Highway, Interstate 110 is sited between Figueroa Street and Vermont Avenue. It is set above grade throughout the Wilmington-Harbor City CPA, with streets traversing beneath the freeway utilizing tunnels. Interstate 710 is also sited above grade throughout the Wilmington-Harbor City CPA. The southern portion of State Route 103 is set above grade as well; it transitions to at grade farther north, in the vicinity of Pacific Coast Highway. Interstate 110 create numerous overpasses and onramps with a physical and visual impact on the neighborhoods in the western portion of the Wilmington-Harbor City CPA.

Many of the major thoroughfares of the area are wide avenues and boulevards that functioned historically as automobile, streetcar, and railroad routes. Commercial corridors developed along major routes, and later residential and commercial development also took advantage of these routes that connected to nearby industrial areas and the Port of Los Angeles. The major east-west thoroughfares crossing the Wilmington-Harbor City CPA are (from north to south): Lomita Boulevard, Pacific Coast Highway, Anaheim Street, and Harry Bridges Boulevard. The major north-south arteries within the Wilmington-Harbor City CPA are (from west to east): Western Avenue, Normandie Avenue, Vermont Avenue, Figueroa Street, Wilmington Boulevard, Avalon Boulevard, and Alameda Street.

Like much of Los Angeles, the Harbor LA CPAs were inhabited solely by the Tongva people[3] until the mid-eighteenth century. Due to the plentiful resources of the region, the Tongva were able to establish a more permanent community than other hunter-gatherer societies. Multiple villages were developed

3 Sometimes also known as 'Kizh.'

throughout the region, including Chowingna, Swaa'nga, and Soabit, located near the Palos Verdes Peninsula in what is now Wilmington-Harbor City.[4,5]

It is estimated that there were approximately 5,000 to 10,000 Tongva in the Los Angeles area pre-colonization by the Spanish. The first European contact with the Tongva was by Juan Rodriguez Cabrillo in October of 1542. The founding of the San Gabriel Mission in 1771, and the founding of Los Angeles in 1781, brought disease, poor diet, and apartheid-like conditions to the Tongva, and by 1800 most of them were dead, in missions, or had fled outside the Los Angeles area. The name Gabrielino or Gabrieleño was applied by the Spanish to the indigenous people that were attached to Mission San Gabriel. Today, most contemporary Gabrielino prefer to identify themselves as Tongva.

The Wilmington-Harbor City CPA includes the neighborhoods of Wilmington and Harbor City. Wilmington was an incorporated city prior to its consolidation into the City of Los Angeles in 1909. The history of Wilmington-Harbor City is summarized below.

Wilmington-Harbor City is located on land that once belonged to Rancho San Pedro, which was granted to Juan Jose Dominguez in 1784. Wilmington was originally known as New San Pedro. The land upon which it later developed was purchased from Manuel Dominguez, descendent of the original owner, by William Sanford, John Downey, and Benjamin Wilson in 1854. Phineas Banning, who would contribute greatly towards Wilmington's development, arrived in California in 1851 and soon after began constructing a wharf and warehouses to create a port at what would become New San Pedro. He saw New San Pedro as the ideal location for a wharf because it could act as a more sheltered harbor in which to receive cargo. The wharf opened in 1858 at the foot of what is now Avalon Boulevard, the year the town of New San Pedro was founded. The name of the town was changed to Wilmington in 1863 after Banning's hometown of Wilmington, Delaware.

Wilmington's development began in earnest during the Civil War. Banning and other property owners donated land to the Union Army, which constructed a depot along the waterfront and a fort about a mile north. Fort Drum was the headquarters for the Union Army in California and the Arizona Territory. The depot supplied the fort with necessary goods. The fort complex was located between L Street to the north, Opp Street to the south, Eubank Avenue to the east, and Banning Boulevard to the west.

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4 Sean Greene and Thomas Curwen, "Mapping the Tongva villages of LA's past," *Los Angeles Times*, May 9, 2019, available online at: https://www.latimes.com/projects/la-me-tongva-map/, accessed August 3, 2022.

5 Tongva People, *Villages,* available online at: http://www.tongvapeople.org/?page_id=696, accessed August 3, 2022.

Wilmington became the Los Angeles terminus for the transcontinental telegraph line in 1862. Industrial development continued near the waterfront, but residential development remained sparse. The Los Angeles and San Pedro Railroad, which opened after the war and was the first railroad in Southern California, ensured the continued development of Wilmington as a shipping facility. Prior to the railroad, Banning operated a series of wagons and stagecoaches that took cargo shipped to the wharf by road up to Los Angeles. The railroad followed present-day Alameda Boulevard for 21 miles and connected Wilmington with Los Angeles. Wilmington became the primary area's port town, bypassing San Pedro because of its transportation, which the latter lacked. The city grew steadily until the mid-1880s.

Between the late 1880s and the early 1900s, Wilmington's development slowed and then stagnated when the Southern Pacific Railroad gained control of the Los Angeles and San Pedro Railroad and extended the line beyond Wilmington to San Pedro. In addition, San Pedro was chosen as the site for the harbor of the City of Los Angeles. Many of the city's businesses, including Banning's, moved to San Pedro. The town's development remained slow until the Pacific Electric Interurban Railroad extended on its streetcar line through Wilmington to San Pedro and included a stop in Wilmington on the new line.

During this period, Wilmington's development occurred in two relatively distinct geographic areas. The two sections were separated by what is now Harry Bridges Boulevard (then First Street). South of Harry Bridges Boulevard existed development related to the wharf, such as warehouses and the railroad depot. Between Harry Bridges Boulevard and Anaheim Street existed a more sparsely developed residential section. Canal Street (now Avalon Boulevard) connected the two portions and was itself lined with churches, businesses, and social institutions.

Wilmington had been incorporated in 1871 but the incorporation was repealed in 1887 as its development slowed and then stagnated. Long Beach attempted unsuccessfully to annex Wilmington in 1905. Wilmington became a city in 1907 and was consolidated into the City of Los Angeles two years later. At the time of consolidation, Wilmington included Weston Street/Reyes Street (now Lomita Boulevard) on the north, the Pacific Electric Railroad tracks (now Gaffey Street) on the west, and the geography of the Inner Harbor to the south. Settlement was concentrated between what is now L Street on the north, the harbor on the south, what is now Lagoon Avenue on the east, and what is now Mahar Avenue on the west.

After the purchase of Catalina Island by William Wrigley in 1919, Wilmington experienced increased commercial development, as it served as a point of departure for tourists traveling to the island. The Catalina Company was responsible for the planting of the palm trees lining much of Avalon Boulevard (now remaining between Lomita Boulevard on the north and I Street on the south). The link between Wilmington and the Catalina Island tourism industry is one reason for the relatively high number of hotels

in the area. These hotels not only served tourists stopping over on the way to or from Catalina Island, sailors stopping in the port utilized them as well while not on board their ships.

The discovery of oil on nearby Rancho San Pedro in 1920 further contributed to Wilmington's development boom. Lots were divided and residences constructed. The peak of development occurred between 1925 and 1929. In 1920, the town's population was 2,250; 10 years later, it was 15,486. The discovery of the Wilmington Oil Field in 1932 continued this trend of growth. The oil field is the third largest oil field in the contiguous United States; it is 13 miles long and three miles wide. It stretches from the northwest to the southeast and from San Pedro to Torrance. Pumping of the Wilmington Oil Field continues to the present day, and pump jacks can be seen throughout the Wilmington-Harbor City CPA, with large concentrations northeast of Wilmington Boulevard and Anaheim Street, southeast of Anaheim Street and Avalon Boulevard, and northeast of Anaheim Street and McFarlane Avenue (latter two areas are zoned industrial).

As the area grew, development expanded. Commercial development, which had been focused on Avalon Boulevard south of Harry Bridges Boulevard, spread north along Avalon Boulevard. Anaheim Street also began to develop with commercial buildings.

The Great Depression took its toll on Wilmington and the harbor area's workers. What became known as the Big Strike began in San Francisco in 1934. The strike halted work at ports up and down the United States' Pacific Coast for nearly three months; it ultimately contributed to the growth of unions during the period. The strike ended up being a victory for labor unions and brought about increased wages and improved working conditions. It was instituted in large part by an Australian longshoreman named Harry Bridges, who believed in unity among workers and different dockworkers in the face of employers who strove to deny workers fair wages and safe working conditions, as well as compromises between employers and union leaders that came at the expense of the workers. Despite cries of Communism and the threat of imprisonment, Bridges eventually rose to be a union leader and established the International Longshoremen's and Warehousemen's Union (ILWU) in 1937. Harry Bridges Boulevard (formerly First Street) in Wilmington is named after him. Chapters of the ILWU were established in port towns up and down the West Coast, including Wilmington. By the 1950s, Wilmington was known for its influential labor unions. Local headquarters for many maritime unions, including the ILWU and the International Organization of Masters, Mates, and Pilots (MM&P), are located in the area.

The development of Harbor City is tied closely to the development of the Harbor Gateway CPA, which is located directly to the north. The land upon which Harbor City is now located was planted with grain during the late 19th century. The westernmost portion of Harbor City, including land between Gaffey Street/Normandie Avenue and Western Avenue, was part of the shoestring strip (now known as Harbor Gateway) when it was annexed in 1906. It was intended to have its own harbor so that Los Angeles could

have access to a port and included a stretch of land that reached the waterfront. The city planned to construct a canal that would allow ocean-going ships to reach Harbor City. The plan was to put it place in the event that the consolidation of San Pedro and Wilmington, which was the city's ultimate goal, did not succeed. When consolidation of San Pedro and Wilmington did succeed in 1909, the coastal land that was originally included in Harbor City was divided between San Pedro and Wilmington.

Wilmington and Harbor City are located on what was formerly Rancho San Pedro. No resources from 1784 – 1856 remain, and it does not appear that development on a noticeable scale took place in Wilmington-Harbor City prior to the Civil War. The earliest extensive development in the Wilmington-Harbor City CPA occurred during the Civil War at Fort Drum and at the port of Wilmington, which served the fort. The fort, spread over 60 acres, consisted of two groups of buildings which included storage facilities and the fort itself. Resources remaining from the fort include the Drum Barracks and Officers' Quarters (1862), the Drum Powder Magazine (1862), and the Wilmington Cemetery (1857). All of these resources are designated Los Angeles Historic-Cultural Monuments.

Residential development also occurred during this period but was scattered. There is only one residential resource remaining from this period: the General Phineas Banning Residence (1864), designated Los Angeles Historic-Cultural Monument #25.

Wilmington's development increased in the 1870s and early 1880s before slowing again in the late 1880s. Commercial development prior to incorporation generally occurred south of what is now Harry Bridges Boulevard and along Avalon Boulevard south of Anaheim Street. Most of the commercial and institutional resources from this period no longer remain due to the development of later harbor facilities south of Harry Bridges Boulevard. Remaining resources from this period include Memory Chapel, also known as Calvary Presbyterian Church (1870), originally located at the corner of F and Marine Streets (it has been moved); the Masonic Temple (1882) on Avalon Boulevard just north of Harry Bridges Boulevard; and Saint John's Episcopal Church (1883), originally located on Avalon Boulevard between D and E Streets.

Residential development remained scattered during this period. The majority of residential development consisted of single-family residences and occurred north of Harry Bridges Boulevard and south of L Street. According to Sanborn maps, there does not appear to have been significant development north of L Street prior to incorporation. Only a small number of residential resources predating incorporation remain. The pace of development increased in the 1910s and 1920s as Wilmington grew.

The Wilmington-Harbor City CPA consists of a majority of single-family neighborhoods with multi-family residential development interspersed between. Commercial corridors are located along larger streets and single- and multi-family residential development along smaller, gridded streets in between. Multi-family

residences, which include bungalow courts, duplexes, apartment houses, and fourplexes, are scattered throughout neighborhoods that are otherwise comprised of a majority of single-family residential development. Commercial development along major thoroughfares typically includes historic theaters, hotels, banks, and one-to-three story commercial buildings. The majority of these earlier resources date from the early 1920s through the late 1930s. Later commercial buildings are interspersed between.

Institutional resources occurring throughout the Wilmington-Harbor City CPA include religious buildings, schools, and public facilities such as a Department of Water and Power building. These resources are typically sited within residential neighborhoods or along commercial corridors and represent development from most periods of Wilmington's development.

The majority of the resources in Harbor City date from the post-World War II period. This portion of the Wilmington-Harbor City CPA, which is located west of Wilmington to the east of Interstate 110 (Harbor Freeway), is primarily residential, with commercial development dating from the 1950s to the present located along major thoroughfares such as Western Avenue. Extant examples of commercial development include restaurants and recreational facilities.

Much of the residential development in Harbor City took place in the 1950s, when the entire City of Los Angeles experienced a building boom. Residential development dating from earlier periods occurred but appears to have been mostly scattered; it is now surrounded by later development. North of Lomita Boulevard, the majority of residential development occurred in the 1950s, 1960s, and 1970s. South of Lomita Boulevard, residential development occurred as early as the 1910s and increased in the 1920s; this development was infilled with later development from the late 1940s and 1950s.

Institutional development in Harbor City is dominated by Ken Malloy Harbor Regional Park and Harbor College. Ken Malloy Harbor Regional Park, which is located adjacent and to the west of the Harbor Freeway (I-110), was developed beginning in the 1950s by the City of Los Angeles. The previously undeveloped land was known as Bixby Slough and was made up of marshland. It acted as a natural flood plain for the surrounding area, resulting in annual flooding and dangerous conditions. The city purchased the land in 1953, and the park was developed over a period of approximately twenty years with recreational facilities including a golf course, children's play areas, and bird watching areas.

Adjacent to the regional park is Los Angeles Harbor College (originally named Los Angeles Harbor Junior College). The school was founded in 1949 as an extension of the city's secondary education system. It was not until 1969 that community colleges became a part of the higher education system in the state.

There is a significant amount of industrial development in the Wilmington-Harbor City CPA, especially in the southern and southeastern portions. Approximately one-third of the Wilmington-Harbor City CPA is

zoned for industrial use in contiguous portions along the northeast corner, eastern portion, and southern portions of the Wilmington-Harbor City CPA. Non-contiguous portions of land zoned industrial are located in the northwest portion of the Wilmington-Harbor City CPA, in the vicinity of Normandie Avenue and Pacific Coast Highway.

Dating back as early as the Civil War, the Wilmington-Harbor City CPA has 12 Historical Cultural Monuments (HCMs), one Historic Preservation Overlay Zone (HPOZ) at Banning Park HPOZ, and 76 SurveyLA identified Historic Resources.[6]

Harbor Gateway Community Plan Area

The Harbor Gateway CPA consists of two long, narrow geographic areas offset from each other. The northern boundary of the Harbor Gateway CPA is formed by 120th Street. The eastern boundary is Figueroa Street between 120th Street and Victoria Street; between Del Amo Boulevard and Sepulveda Boulevard, the eastern boundary is Normandie Avenue. The eastern boundary between Victoria Street and Del Amo Boulevard is irregular and varies between Vermont Avenue and Hamilton Avenue. The western boundary is Vermont Avenue between 120th Street and 182nd Street; the western boundary is Western Avenue between 182nd Street and Sepulveda Boulevard. The southern boundary is formed by Sepulveda Boulevard.[7]

The Harbor Gateway CPA is located in the southern portion of the flat plain of the central Los Angeles Basin, which falls to the south of the Santa Monica Mountains. The topography of the area is generally flat. There are no major land formations or waterways that define the area. A tributary of the Los Angeles River runs through the Harbor Gateway CPA but does not influence its geography or layout in any significant manner. Rather, the Harbor Gateway CPA is bounded and shaped by man-made features, including freeways and boulevards. The streets throughout the Harbor Gateway CPA are laid out in a grid that follows a north-south axis, save for a small number of streets that run at a diagonal through the Harbor Gateway CPA, including Albertoni/182nd Street, Victoria/190th Street, Torrance Boulevard, and Sepulveda Boulevard.

The Harbor Gateway CPA is intersected by three freeways. These include Interstate 110 (Harbor Freeway), which generally bisects the northern portion of the Harbor Gateway CPA; State Route 91 (Artesia-Gardena Freeway); and Interstate 405 (San Diego Freeway). Interstate-110 is sited above grade throughout much of

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6 City of Los Angeles, *Wilmington-Harbor City Community Plan, Preliminary Draft Spring 2022*, available online: https://planning.lacity.org/odocument/491178f7-d29a-4164-9554-a717f1ce7e8a/WLM_HC_CP_2022-04-28.pdf; accessed October 28, 2022.

7 SurveyLA Historic Resources Survey Report, Harbor Gateway, available online: http://historicplacesla.org/documents/fileuploads/files/SurveyLA_HG.pdf, accessed October 28, 2022.

the northern portion of the Harbor Gateway CPA. It transitions to below grade north of Redondo Beach Boulevard, with ramps set above the freeway. State Route 91 is set above street level, as is Interstate-405. Interstate-105 (Glenn Anderson Freeway) is located just north of the Harbor Gateway CPA. It is sited above grade. The freeways create numerous overpasses and on-ramps with a physical and visual impact on the neighborhoods throughout much of the northern half of the Harbor Gateway CPA.

Many of the major thoroughfares in the Harbor Gateway CPA are wide avenues and boulevards that functioned historically as automobile and streetcar routes. These transportation routes were instrumental in the historic development of the neighborhoods within the Harbor Gateway CPA. Commercial corridors developed along major routes, and later residential and commercial development also took advantage of these routes. The major east-west thoroughfares in the Harbor Gateway CPA are (from north to south): 120th Street, El Segundo Boulevard, 135th Street, Redondo Beach Boulevard, Alondra Boulevard, Frontage Road/162nd Street, Victoria Street/190th Street, Del Amo Boulevard, Torrance Boulevard, Carson Street, 223rd Street, 228th Street, and Sepulveda Boulevard. The major north-south arteries within the Harbor Gateway CPA are (from west to east): Normandie Avenue and Vermont Avenue.

Harbor Gateway was originally part of Rancho San Pedro. The land was annexed into the City of Los Angeles in 1908 so that Los Angeles could be connected to its harbor in San Pedro. At the time, the area was known as the "shoestring strip" or the city strip.

The annexation of the shoestring strip was set into motion by what came to be known as the "Great Free Harbor Fight." The growth of Los Angeles in the last two decades of the 19th century made it increasingly necessary for the city to have its own harbor. The debate centered around where the harbor serving the Los Angeles region should be established, and it lasted seven years.

San Pedro had become an established harbor by the 1890s, but it could not handle the growing volume of trade without improvements. In 1890, Congress appropriated $4 million to build a breakwater for a port for the City of Los Angeles. Other cities realized that the creation of a port within their borders would be extremely profitable for both them and the railroads that served them; at that time San Pedro and Santa Monica were the primary cities under consideration for the improvements. The Southern Pacific Railroad, headed by chairman Collis Huntington, realized the opportunity. He began purchasing large amounts of land along the Santa Monica waterfront and constructed his own wharf into the bay in 1892, which he named the Port Los Angeles. Although San Pedro was the preferred location for a port due to its protected location, Huntington's influence at first prevented San Pedro from securing the port location. It was not until 1897 that San Pedro secured the port location for the City of Los Angeles and money for the breakwater improvements.

With the money for improvements at the San Pedro harbor secured, Los Angeles began seeking to consolidate the town in order to gain access to a port. It consolidated Wilmington and San Pedro into the City of Los Angeles in 1909. In preparation for the consolidation of Wilmington and San Pedro, which would provide the city with access to a port, it annexed the shoestring strip by way of a special election in 1906. The citizens of Wilmington, who held that it prevented their city from expanding to the west, contested annexation of the strip. The challenge to the annexation of the strip was brought before the California Supreme Court, which in 1908 upheld and declared the annexation legal.

Even after annexation, the shoestring strip remained sparsely populated for the most part. In the 1940s, the area was still mostly rural with homes interspersed. It was not until World War II, when the population of Los Angeles grew rapidly, that the population of the shoestring strip increased, and the pace of development began to speed up. Factories began moving into the area during this period, and the population rose as workers moved into the area. Residences, mostly single-family residences and duplexes, were constructed to answer the need for housing, and the development of the area increased.

The strip was often confused with neighboring Torrance or Gardena, separately incorporated cities and not part of the City of Los Angeles. Residents of the area often had a Torrance address and felt more closely connected to Torrance or Gardena rather than Los Angeles. Torrance was planned as a model industrial city in 1911 by Olmstead & Olmstead. Gardena originated in the 1880s, but was not incorporated until the 1930s when the communities of Strawberry Park, Moneta, and Western City merged. Torrance and Gardena were both stops on the Pacific Electric Railway on lines running to from Los Angeles to San Pedro and Redondo Beach.

Populations that moved into the area in the decades following World War II included Japanese Americans, Hispanics, and African Americans. Prior to World War II, the strip was home to a small Japanese and Japanese American population. As in neighboring Gardena, they were mostly farmers or operated nurseries in the area. The post-war era saw the growth of a thriving Japanese American community in the strip, as well as in Torrance and Gardena. Today, the area has a diverse mix of Anglo American, African American, Hispanic, and Japanese American populations.

The area was not given the name Harbor Gateway until 1985; prior to this it was known as simply the shoestring strip. The area's councilwoman at the time felt that it would give the area more cohesion and its residents a sense of place and pride that they lacked since the area felt like more an extension of Torrance and Gardena than its own entity. Institutions in Harbor Gateway continue to be linked more closely with Gardena or Torrance as the area, due to its geography, continues to function more as an extension of surrounding areas than its own cohesive neighborhood.

The land upon which Harbor Gateway CPA developed was occupied by several ranchos in the earliest period after European settlement. There are no resources remaining from this period in the Harbor Gateway CPA. The earliest residential development is scattered throughout the Harbor Gateway CPA, but it occurs with slightly more frequency in the northern portion. Single-family residences dating from the 1910s and 1920s are the most numerous in the vicinity of Gardena Boulevard. Much of the land in the strip was originally devoted to farmland. The post-World War II era, and the increase in the area's population, brought about a need for housing. Infill development occurred at this time, and whole neighborhoods were developed in the 1940s and 1950s in the Harbor Gateway CPA.

The Harbor Gateway CPA is largely comprised of single-family residential neighborhoods, which followed a typical development pattern with commercial corridors along larger streets and single-family residential development along smaller, gridded streets between. Much of this development occurred during and after World War II, when factories moved into the area and workers who needed housing followed. The dominant housing type in the area until the 1980s was the single-family residence and the multi-family residential duplex. Multi-family residential development is not as common as single-family residential development; the majority of the larger scale multi-family residential development dates from the 1980s, when the population of the area experienced a second dramatic increase. Multi-family residential development largely occurs along major thoroughfares in the Harbor Gateway CPA.

Early commercial development occurred along the western portion of Gardena Boulevard. This development, the majority of which includes one- to three-story commercial buildings dating from the 1910s and 1920s, was essentially an extension of the commercial strip that developed in Gardena, a separate city, to the west. Later commercial development along major thoroughfares include drive-in commercial strips and one- to three-story commercial buildings. The majority of these resources date from the 1950s, 1960s, and later.

Development in the southern portion of the Harbor Gateway CPA, in the vicinity of 190th Street and south, largely occurred during the population boom of the post-World War II era. Its development follows similar patterns to the northern portion of the Harbor Gateway CPA, comprising mostly single-family neighborhoods with commercial properties and multi-family residences located on major thoroughfares. Single-family residential development dates from the 1940s, 1950s, and later. There is very little early development from the 1910s and 1920s in this portion of the Harbor Gateway CPA. This portion of the Harbor Gateway CPA developed in the 1940s and 1950s when industrial development in the area increased.

Industrial development, originally dating from the World War II and post-war eras, is concentrated in the southern portion of the Harbor Gateway CPA. Much of this earlier development has been replaced by later industrial construction.

Most residential streets roughly follow a north-south and east-west grid but incorporate a curvilinear pattern, terminating in cul-de-sacs and often not accessible from major thoroughfares. Residential lots are long and narrow or somewhat triangular shaped, depending on their location along gridded or curvilinear streets. Commercial development was laid out to accommodate the streetcar and, later, the automobile.

Institutional resources occurring throughout the Harbor Gateway CPA include religious buildings and schools, though few were recorded as eligible resources in SurveyLA. These resources are typically sited within residential neighborhoods or along commercial corridors.

There is a significant amount of industrial development in the Harbor Gateway CPA, and there are large portions of land zoned for industrial use along the eastern boundary of the Harbor Gateway CPA on Figueroa Street, in the vicinity of 190th Street and Del Amo Boulevard, and along the southern boundary of the Harbor Gateway CPA on Sepulveda Boulevard.

The Harbor Gateway CPA has 25 SurveyLA identified individual Historic Resources. Additionally, the Chacksfield Tract Residential Historic District is identified as a Planning District. The tract is comprised of 204 contributing and 30 non-contributing properties that are distinguished by the Traditional Ranch House style and Japanese-style gardens. The gardens are known for their manicured Japanese black pine trees, Sago palms, "Nana" juniper plants, pruned dwarf eugenias, mondo grass, Japanese stone or cast concrete lanterns, large stones, and other distinct hardscapes.[8]

Defining Cultural Resources

Los Angeles contains a wide range of cultural resource types spanning the entire history of Los Angeles from pre-colonization, through the Spanish pueblo era, the Mexican era, and the American era. Cultural heritage can be generally categorized as "tangible" or "intangible." Tangible cultural heritage includes the movable and immovable physical representations of heritage, including objects, archaeological sites, buildings, structures, districts, and landscapes. Intangible cultural heritage includes those aspects of heritage that are more ephemeral, such as events, traditions, organizations, knowledge, and the interaction between communities and their environment. Intangible cultural heritage is not a regulated category and intangible resources cannot be identified as historical resources under CEQA, but they can inform the significance of tangible cultural resources.

SurveyLA identifies potentially historic properties and/or districts that appear eligible for listing in the National Register, California Register, and/or for local designation as a Historic-Cultural Monument

8 City of Los Angeles, *Harbor Gateway Community Plan, Preliminary Draft Spring 2022*, available online; https://planning.lacity.org/odocument/17f8994e-7093-45b2-a271-d4c9e33e55f9/HarborGatewayCPU_Book.pdf, accessed October 28, 2022.

(HCM). In 2005, the City of Los Angeles entered into a multi-year grant agreement with the J. Paul Getty Trust to complete a Citywide historic resources survey, a process of systematically identifying and gathering information on properties and neighborhoods that reflect Los Angeles' architectural, social, and cultural history. SurveyLA findings are subject to change over time as properties age, additional information is uncovered, and more detailed analyses are completed. Resources identified through SurveyLA are not designated resources; however, Survey LA resources with a DPR Code of 1-5 have been determined potentially eligible for listing in a local, state, or national register either individually or as a contributor to a potential historic district. Designation by the City of Los Angeles and nomination to the California Register or National Register require more in-depth research, an application process, and a separate public review process.

The SurveyLA Historic Resources Survey Reports for the Wilmington–Harbor City and Harbor Gateway CPAs, prepared for the City by Galvin Preservation Associates in July 2012, identify the following resource types:

- **Individual Resources** are generally resources located within a single assessor parcel such as a residence or duplex. However, a parcel may include more than one individual resource, if each appears to be significant.

- **Non-Parcel Resources** are not associated with Assessor Parcel Numbers (APNs) and generally do not have addresses. Examples include street trees, streetlights, landscaped medians, bridges, and signs.

- **Historic Districts** are areas that are related geographically and by theme. Districts may include single or multiple parcels, depending on the resource. Examples of resources that may be recorded as historic districts include residential neighborhoods, garden apartments, commercial areas, large estates, school and hospital campuses, and industrial complexes.

- **District Contributors and Non-Contributors** are buildings, structures, sites, objects, and other features located within historic districts. Generally, non-contributing resources are those that are extensively altered, built outside the period of significance, or that do not relate to historic contexts and themes defined for the district.

- **Planning Districts** are areas that are related geographically and by theme, but do not meet eligibility standards for designation. This is generally because the majority of the contributing features have been altered, resulting in a cumulative impact on the overall integrity of the area that makes it ineligible as a Historic District. The Planning District determination, therefore, is used as a tool to inform new Community Plans being developed by the Department of City Planning. These areas have consistent

planning features – such as height, massing, setbacks, and street trees – which warrant consideration in the local planning process.

According to SurveyLA, the Wilmington–Harbor City Plan Area includes 15 individual resources and three non-parcel resources that are identified as potentially eligible for listing on the National Register, California Register, and/or locally and five industrial historic districts that are identified as may be eligible with additional research needed and one industrial historic district identified as not eligible. The Harbor Gateway CPA includes 19 individual resources identified as potentially eligible for listing on the National Register, California Register, and/or locally, three non-parcel resources identified as potentially eligible for listing on the National Register, California Register, and locally , two industrial historic districts listed may be eligible with additional research needed and one industrial historic district identified as potentially eligible for listing on the National Register, California Register, and locally.

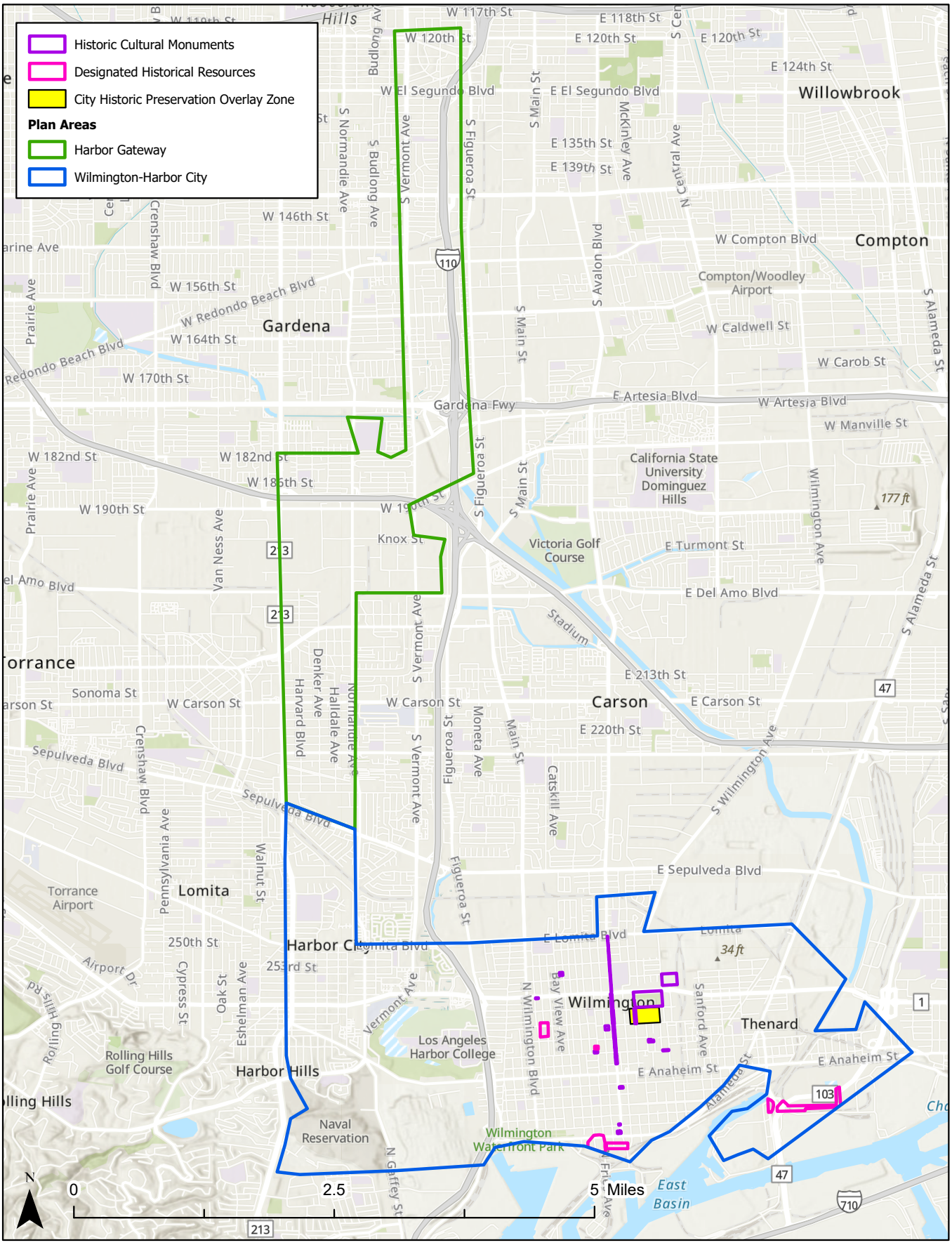
Historic-Cultural Monuments

The City of Los Angeles Historic-Cultural Monuments (HCMs) designation recognizes buildings, structures, sites, or plant life as important to the history of the city, state, or nation. The City's Office of Historic Resources has recorded over 1,000 HCMs citywide, providing official recognition and protection for Los Angeles' most significant historic resources. The HCM listing is continually updated as new resources are designated.

HCM designations are reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature. A historical or cultural monument is any site (including significant trees or other plant life located thereon), building, or structure of particular historical or cultural significance to the City of Los Angeles, as established and defined by the Cultural Heritage Ordinance and officially designated by the City Council as a Historic Cultural Monument in accordance with Sec. 22.171.10 of the Los Angeles Administrative Code [Procedures for Designation of Monuments].[9]

Currently, the Wilmington-Harbor City CPA contains 12 City-designated HCMs, refer to **Figure 4.4-1, Historical Resources,** and **Table 4.4-1, Historic Cultural Monuments within the Wilmington-Harbor City CPA**. The Harbor Gateway CPA does not contain City-designated HCMs.

9 ArcGIS, Historic Cultural Monuments (HCMs), available online at: https://www.arcgis.com/home/item.html?id=0d77d18299a74783b892f7cb3f7291d6, accessed August 3, 2022.



SOURCE: Esri, 2023

FIGURE **4.4-1**

Historical Resources

IMPACT SCIENCES

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Table 4.4-1
Historic Cultural Monuments (HCMs) within the
Wilmington-Harbor City Plan Area

Name	Address	HCM #
Drum Barracks and Officers' Quarters	1051-1055 Cary Avenue	LA-21
General Phineas Banning Residence	401 East M Street	LA-25
Saint John's Episcopal Church	1523-1537 Neptune Avenue	LA-47
Memory Chapel (Calvary Presbyterian Church)	1146-1160 North Marine Avenue	LA-155
Powder Magazine (Camp Drum)	561 East Opp Street and 1001 Eubank Avenue	LA-249
Wilmington Branch Library	309 West Opp Street and 1001-1007 North Fries Avenue	LA-308
Masonic Temple	221-227 North Avalon Boulevard	LA-342
Wilmington Cemetery	601-725 East O Street	LA-414
Camphor Trees	1200-1268 Lakme Avenue	LA-509
Avalon Boulevard of Mexican Fan Palm Trees	900-1750 Block of Avalon Boulevard	LA-914
Der Wienerschnitzel	1362 Gulf Avenue	LA-1046
Granada Theater	628-634 North Avalon Boulevard	LA-1245

Source: City of Los Angeles, Department of City Planning, Historic-Cultural Monument List, updated on June 3, 2022. Available online at: https://planning.lacity.org/odocument/24f6fce7-f73d-4bca-87bc-c77ed3fc5d4f/Historical_Cultural_Monuments_List.pdf, accessed on August 3, 2022.

National and California Registers of Historic Places

The National Register of Historic Places (National Register) includes buildings, structures, objects, sites, and districts of local, state, or national significance in American history, architecture, archeology, engineering, and culture. The National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect historic and archeological resources. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior. The California Register of Historical Resources (California Register) includes buildings, sites, structures, objects and districts significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural history of California. The California Register is the authoritative guide to the state's significant historical and archeological resources. The California Register program determines eligibility for state historic preservation grant funding and affords certain protections under CEQA.

Four buildings, located in the Wilmington-Harbor City CPA, were identified in the California Register[10] and of those, three were also included in the National Register.[11] The listed buildings in the Wilmington-Harbor City CPA include the following:

- Drum Barracks and Officers' Quarters (National Register & California Register)
- General Phineas Banning Residence / Banning Park (National Register & California Register)
- Saint John's Episcopal Church (California Register)
- Wilmington Branch Library (National Register & California Register)

The Harbor Gateway CPA does not contain any places that have been included in the National and/or California Registers of Historic Places.

Historic Preservation Overlay Zones

Historic Preservation Overlay Zones, or HPOZs, are the local historic district program for the City of Los Angeles. HPOZs designate areas of the city containing structures, landscaping, natural features or sites as having historic, architectural, cultural or aesthetic significance. To receive such designation, areas must be adopted as an HPOZ by the City Planning Commission and the City Council through a zone change procedure that includes notification of all affected and nearby property owners and public hearings. Once designated, areas have an HPOZ overlay added to their zoning, and are subject to special regulations under Section 12.20.3 of the Los Angeles Municipal Code.

The Harbor Gateway CPA does not currently contain any HPOZs; the Wilmington-Harbor City CPA contains Banning Park HPOZ. Banning Park HPOZ is located near the Port of Los Angeles in the Wilmington community. The area comprising the HPOZ was originally part of the estate of General Phineas Banning, the "Father of Wilmington," an early developer of the Port of San Pedro and a railroad tycoon. In 1927, William Wrigley Jr., of chewing gum fame, purchased a portion of the estate, now known as Banning Park, and developed the area with residences to house employees of his local (Wilmington) businesses. The architectural cohesiveness of this neighborhood can be attributed to locally prominent architect Sid Spearin, who called the development the "Original Court of Nation" and based his residential

10 California Office of Historic Preservation, *California Historical Resources Listing*, available online: https://ohp.parks.ca.gov/ListedResources/ accessed August 3, 2022.

11 National Park Service, National Register of Historic Places, available online: https://www.nps.gov/subjects/nationalregister/index.htm, accessed August 2022.

designs on Period Revival styles including Spanish, Dutch, American Colonial and Tudor Revival. The Banning Park HPOZ was adopted by the City Council in 2001.[12]

Archaeological Resources

As discussed above, people have been living and using the land in the City and Harbor LA CPAs for thousands of years. Prehistoric and historic archaeological sites are known to exist throughout the City.

Archaeological sites and survey areas exist throughout the City. In August 1993, 196 prehistoric sites, 50 historical sites, and 10 undefined isolated occurrences had been recorded. Of these, at least 26 sites were known to contain human burials, and 10 sites had both prehistoric and historic components. The prehistoric sites include named Native American villages, buried deposits and features, pit houses, occupied caves and rock shelters, bedrock mortars, camp sites, cemeteries and rock art. Historic-period archaeological sites primarily include privies and refuse deposits dating to the Spanish, Mexican, and early American settlement of the City, especially before the advent of citywide sewer and trash systems.

Archaeological resources from communities that previously inhabited the land may still exist within the Harbor LA CPAs and are protected by various federal, state, and local regulations that have been promulgated to protect archaeological sites and resources. Although the City's *General Plan* calls for mapping of known pre-historic sites, all mapping of known pre-historic sites is confidential, pursuant to California Government Code Section 6254.10. This is to protect sites from disturbance, scavenging, and vandalism.

Human Remains

The Wilmington Cemetery is a Los Angeles County designated cemetery and is located within the boundaries of the Wilmington-Harbor City CPA toward the northeastern corner of the CPA, located at 605 East O Street. Wilmington Cemetery is roughly 10.2 acres in size and was originally built by Phineas Banning in 1857 on three and a half acres of land in the town named for his Delaware city of origin. He designated a separate fenced plot for his family members on its grounds where Banning's first wife and five of his children were interred. This scenic landmark holds significant cultural and historical values to the neighborhood. Other historically significant individuals buried are there, including members of the Carson, Sepulveda and Dodson families. Nathaniel Narbonne and his wife are buried there, as is Juan Antonio Machado, after whom Machado Lake in Harbor City is named. Thirty-seven Civil War veterans lie in repose there, as do soldiers from the Spanish-American War and from the Normandy D-Day invasion. The cemetery has

12 City of Los Angeles Planning Department, *Banning Park Historic Preservation Overlay Zone*, available online: https://planning.lacity.org/preservation-design/overlays/banning-park, accessed August 3, 2022.

annually hosted large Decoration Day (later to become Memorial Day) ceremonies honoring America's war dead dating at least back to the 1880s. The cemetery appears to be largely unaltered and retains its original configuration, site plan, and landscape features.[13]

Roosevelt Memorial Park is a Los Angeles County designated cemetery and is located within the boundaries of the Harbor Gateway CPA toward the central portion of the CPA, located at 18255 Vermont Avenue. Roosevelt Memorial Park is roughly 18 acres in size and was originally opened in 1923. A large number of military veterans are also interred here.

The Harbor LA CPAs fall within the Los Angeles Basin, which includes the complex Mission-associated Native American history of Los Angeles. It was often Native American practice to bury people outside Mission grounds in informal cemeteries. However, the nearest mission is the San Gabriel Mission located approximately 28 miles northeast of the Harbor LA CPAs. No known informal cemetery sites are located within the Harbor LA CPAs.[14]

4.4.3 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Cultural Resources at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- National Historic Preservation Act and National Register of Historic Places
- Secretary of the Interior's Standards
- Native American Graves Protection and Repatriation Act
- Archaeological Resources Protection Act
- California Environmental Quality Act
- California Register of Historical Resources
- California Health and Safety Code
- California Public Resources Code
- City of Los Angeles Conservation Element
- City of Los Angeles Cultural Heritage Ordinance
- City of Los Angeles Historic Preservation Overlay Zone (HPOZ) Ordinance

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13 South Bay Daily Breeze, "*Historic Wilmington Cemetery has weathered its share of storms*," blog post by Sam Gnerre from August 1, 2020, available online: http://blogs.dailybreeze.com/history/2020/08/01/historic-wilmington-cemetery-has-weathered-its-share-of-storms/, accessed August 3, 2022.

14 University of California, Los Angeles, Department of Cognitive Cultural Studies, *Tongva (Gabrielinos)*. Available online at: http://cogweb.ucla.edu/Chumash/Tongva.html, accessed August 3, 2022.

- City of Los Angeles Historic Resources Survey (SurveyLA)

Federal

National Historic Preservation Act and National Register of Historic Places

The National Historic Preservation Act of 1966 established the National Register of Historic Places (National Register) as "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation's historic resources and to indicate what properties should be considered for protection from destruction or impairment."[15] The National Register recognizes a broad range of cultural resources that are significant at the national, state, and local levels and can include districts, buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes. Within the National Register, approximately 2,500 (3 percent) of the more than 90,000 districts, buildings, structures, objects, and sites are recognized as National Historic Landmarks or National Historic Landmark Districts as possessing exceptional national significance in American history and culture.[16]

Whereas individual historic properties derive their significance from one or more of the criteria discussed in the subsequent section, a historic district derives its importance from being a unified entity, even though it is often composed of a variety of resources. With a historic district, the historic resource is the district itself. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties.[17] A district is defined as a geographic area of land containing a significant concentration of buildings, sites, structures, or objects united by historic events, architecture, aesthetic, character, and/or physical development. A district's significance and historic integrity determine its boundaries. Other factors include:

- Visual barriers that mark a change in the historic character of the area or that break the continuity of the district, such as new construction, highways, or development of a different character;

- Visual changes in the character of the area due to different architectural styles, types, or periods, or to a decline in the concentration of contributing resources;

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15 36 Code of Federal Regulations (CFR) 60. Available online at: https://www.energy.gov/sites/prod/files/2016/02/f29/CFR-2012-title36-vol1-part60.pdf, accessed May 16, 2022.

16 United States Department of the Interior, National Park Service, *National Historic Landmarks Frequently Asked Questions*. https://www.nps.gov/subjects/nationalhistoriclandmarks/faqs.htm. Accessed May 16, 2022.

17 United States Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, 1997, page 5.

- Boundaries at a specific time in history, such as the original city limits or the legally recorded boundaries of a housing subdivision, estate, or ranch; and

- Clearly differentiated patterns of historical development, such as commercial versus residential or industrial.[18]

Within historic districts, properties are identified as contributing and non-contributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a district is significant because:

- It was present during the period of significance, relates to the significance of the district, and retains its physical integrity; or

- It independently meets the criterion for listing in the National Register.

A resource that is listed in or eligible for listing in the National Register is considered "historic property" under Section 106 of the National Historic Preservation Act.

Criteria

To be eligible for listing in the National Register, a resource must be at least 50 years of age, unless it is of exceptional importance as defined in Title 36 CFR, Part 60, Section 60.4(g). In addition, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Four criteria for evaluation have been established to determine the significance of a resource:

A. Are associated with events that have made a significant contribution to the broad patterns of our history;

B. Are associated with the lives of persons significant in our past;

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.[19]

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18 United States Department of the Interior, *National Register Bulletin #21: Defining Boundaries for National Register Properties Form*, 1997, page 12.

19 United States Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, 1997, page 8.

Context

To be eligible for listing in the National Register, a property must be significant within a historic context. National Register Bulletin #15 states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are "those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning... is made clear."[20] A property must represent an important aspect of the area's history or prehistory and possess the requisite integrity to qualify for the National Register.

Integrity

In addition to meeting one or more of the criteria of significance, a property must have integrity, which is defined as "the ability of a property to convey its significance."[21] The National Register recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance. In general, the National Register has a higher integrity threshold than State or local registers.

In the case of districts, integrity means the physical integrity of the buildings, structures, or features that make up the district as well as the historic, spatial, and visual relationships of the components. Some buildings or features may be more altered over time than others. In order to possess integrity, a district must, on balance, still communicate its historic identity in the form of its character defining features.

Criteria Considerations

Certain types of properties, including religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register unless they meet one of the seven categories of Criteria Considerations A through G, in addition to meeting at least one of the four significance criteria discussed above, and possess integrity as defined above.[22] Criteria Consideration G is intended to prevent the listing of properties for which insufficient time may have passed

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20 United States Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, 1997, pages 7 and 8.

21 United States Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, 1997, page 44.

22 United States Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, 1997, page 25.

to allow the proper evaluation of their historical importance.[23] The full list of Criteria Considerations is provided below:

A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

B. A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

C. A birthplace or grave of a historical figure of outstanding importance, if there is no other appropriate site or building directly associated with his or her productive life; or

D. A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or

G. A property achieving significance within the past 50 years if it is of exceptional importance.

Secretary of the Interior's Standards

The National Park Service issued the Secretary of the Interior's Standards with accompanying guidelines for four types of treatments for historic resources: Preservation, Rehabilitation, Restoration, and Reconstruction. The most applicable guidelines should be used when evaluating a project for compliance with the Secretary of the Interior's Standards. Although none of the four treatments, as a whole, apply specifically to new construction in the vicinity of historic resources, Standards #9 and #10 of the Secretary of the Interior's Standards for Rehabilitation provides relevant guidance for such projects. The Standards for Rehabilitation are as follows:

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23 United States Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, 1997, page 41.

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.

2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

4. Changes to a property that have acquired significance in their own right will be retained and preserved.

5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.

6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

10. New additions and adjacent or related new construction will be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.[24]

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24 United States Department of the Interior, National Park Service, *the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*, 2017.

It is important to note that the Secretary of the Interior's Standards are not intended to be prescriptive but, instead, provide general guidance. They are intended to be flexible and adaptable to specific project conditions to balance continuity and change, while retaining materials and features to the maximum extent feasible. Their interpretation requires exercising professional judgment and balancing the various opportunities and constraints of any given project. Not every Standard necessarily applies to every aspect of a project, and it is not necessary for a project to comply with every Standard to achieve compliance.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) requires federal agencies to return Native American cultural items to the appropriate federally recognized Indian tribes or Native Hawaiian groups with which they are associated.[25]

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979 governs the excavation, removal, and disposition of archaeological sites and collections on federal and Native American lands. This act was most recently amended in 1988. ARPA defines archaeological resources as any material remains of human life or activities that are at least 100 years of age, and which are of archeological interest. ARPA makes it illegal for anyone to excavate, remove, sell, purchase, exchange, or transport an archaeological resource from federal or Native American lands without a proper permit.[26]

State

California Environmental Quality Act.

The California Environmental Quality Act (CEQA) is the principal statute governing environmental review of projects occurring in the state and is codified in Public Resources Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA Section 21084.1, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

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25 United States Department of the Interior, National Park Service, Native American Graves Protection and Repatriation Act, available online at: https://www.nps.gov/archeology/tools/laws/nagpra.htm, accessed May 16, 2022.

26 United States Department of the Interior, National Park Service, *Technical Brief # 20: Archeological Damage Assessment: Legal Basis and Methods*, 2007.

Public Resources Code Section 21084.1 provides:

> *[A]n historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources. Historical resources included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1 or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1 shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section.*

State CEQA Guidelines Section 15064.5 recognizes that historical resources include: (1) resources listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) resources included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any objects, buildings, structures, sites, areas, places, records, or manuscripts which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

If a lead agency determines that an archaeological site is a historical resource, the provisions of PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5 apply. If an archaeological site does not meet the criteria for a historical resource contained in the *State CEQA Guidelines,* then the site may be treated in accordance with the provisions of PRC Section 21083, if it meets the criteria of a unique archaeological resource. As defined in PRC Section 21083.2, a unique archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in PRC Section 21083.2, then the site is to be treated in accordance with the provisions of PRC Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place.[27] If preservation in place is not feasible, mitigation measures shall be required. The *CEQA Guidelines* note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment.[28]

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in *State CEQA Guidelines* Section 15064.5(a). Substantial adverse change is defined as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired."[29] According to *State CEQA Guidelines* Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or

B. Account for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in a historical resources survey meeting the requirements of PRC Section 5024.1(g) Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

In general, a project that complies with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings is considered to have impacts that are less than significant.[30]

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27 California Public Resources Code Section 21083.1(a), http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21083.2. Accessed May 16, 2022.

28 *State CEQA Statute and Guidelines*, Section 15064.5(c)(4).

29 *State CEQA Guidelines*, Section 15064.5(b)(1).

30 *State CEQA Guidelines*, 15064.5(b)(3).

California Register of Historical Resources

The California Register of Historical Resources (California Register) is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."[31] The California Register was enacted in 1992, and its regulations became official on January 1, 1998. The California Register is administered by the California Office of Historic Preservation (OHP). The criteria for eligibility for the California Register are based upon National Register criteria. Certain resources are determined to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register. To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, State, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Is associated with the lives of persons important in our past;

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;

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31 California Public Resources Code, Section 5024.1[a]. Available online: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=5024.1, accessed May 16, 2022.

- California Registered Historical Landmarks from No. 770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (OHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historic districts; and
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Health and Safety Code

California Health and Safety Code Sections 7050.5, 7051, and 7054 address the illegality of interference with human burial remains (except as allowed under applicable PRC Sections), and the disposition of Native American burials in archaeological sites. These regulations protect such remains from disturbance, vandalism, or inadvertent destruction, and establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including treatment of the remains prior to, during, and after evaluation, and reburial procedures.

California Public Resources Code (PRC)

PRC Sections 5097.5, 5097.9, and 5097.98-99

PRC Section 5097.5 provides protection for cultural and paleontological resources, where Section 5097.5(a) states that:

> *A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.*

PRC Section 5097.9 establishes the California Native American Heritage Commission (NAHC) to make recommendations to encourage private property owners to protect and preserve sacred places in a natural state and to allow appropriate access to Native Americans for ceremonial or spiritual activities. NAHC is authorized to assist Native Americans in obtaining appropriate access to sacred places on public lands, and to aid state agencies in any negotiations with federal agencies for the protection of Native American sacred places on federally administered lands in California.

PRC Sections 5097.98-99 require that the NAHC be consulted whenever Native American graves or human remains are found. According to these sections, it is illegal to take or possess remains or artifacts taken from Native American graves; however, it does not apply to materials taken before 1984.

California Code of Regulations, Title 14, Section 4308 and Section 1427. Title 14, Section 4308 states that "no person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value." Section 1427 "No Person shall collect or remove any object or thing of archeological or historical interest or value, nor shall any Person injure, disfigure, deface or destroy the physical site, location or context in which the object or thing of archeological or historical interest or value is found."

California Penal Code Section 622 1/2

California Penal Code Section 622 1/2 - Unlawful Disfigurement of Archeological or Historical Object provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

California Penal Code Section 623

California Penal Code Section 623 provides, in part, the following: "Except as otherwise provided in Section 599c, any person who, without the prior written permission of the owner of a cave, intentionally and knowingly does any of the following acts is guilty of a misdemeanor punishable by imprisonment in the county jail not exceeding one year, or by a fine not exceeding one thousand dollars ($1,000), or by both such fine and imprisonment: (1) breaks, breaks off, cracks, carves upon, paints, writes or otherwise marks upon or in any manner destroys, mutilates, injures, defaces, mars, or harms any natural material found in any cave. (2) disturbs or alters any archaeological evidence of prior occupation in any cave. (3) kills, harms, or removes any animal or plant life found in any cave. (4) burns any material which produces any smoke or gas which is harmful to any plant or animal found in any cave. (5) removes any material found in any cave. (6) breaks, forces, tampers with, removes or otherwise disturbs any lock, gate, door, or any other structure or obstruction designed to prevent entrance to any cave, whether or not entrance is gained.

Assembly Bill 52

Assembly Bill (AB) 52 specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. AB 52 requires that a lead agency consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a project prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. Furthermore, it provides examples of mitigation measures that may be considered to mitigate any impact. These provisions are applicable to projects that have a notice of preparation (NOP) for an environmental impact or a notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015.

Local

City of Los Angeles Conservation Element

The *City of Los Angeles General Plan* includes a Conservation Element. Section 3 of the Conservation Element, adopted in September 2001, includes policies for the protection of archaeological resources. As stated therein, it is the City's policy that archaeological resources be protected for research and/or educational purposes. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element establishes the policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities, with the related objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.[32]

In addition to the National Register and the California Register, two additional types of historic designations may apply at a local level:

- Historic-Cultural Monument (HCM)
- Classification by the City Council as a Historic Preservation Overlay Zone (HPOZ)

Policies from the Conservation Element related to paleontological, archaeological, and historical resources are listed in **Table 4.4-2, Relevant General Plan Cultural Resources Goals, Objectives, and Policies**.

[32] City of Los Angeles, *Conservation Element of the General Plan*, pages II-3 to II-5, available online at: https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf, accessed May 16, 2022.

Table 4.4-2
Relevant General Plan Cultural Resources Goals, Objectives, and Policies

Conservation Element – Archaeological and Paleontological	
Objective	Protect the city's archaeological and paleontological resources for historical, cultural, research and/or educational purposes.
Policy	Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities.
Conservation Element – Cultural and Historical	
Objective	Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.
Policy	Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.

Source: City of Los Angeles, Conservation Element of the City of Los Angeles General Plan, adopted September 26, 2001.

City of Los Angeles Cultural Heritage Ordinance. The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and most recently amended it in 2018 (Sections 22.171 et seq. of the Administrative Code). The Ordinance created a Cultural Heritage Commission (CHC) and criteria for designating an HCM. The CHC is comprised of five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture, and architecture. The City of Los Angeles Cultural Heritage Ordinance states that a HCM designation is reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature and meet one of the following criteria. A historical or cultural monument is any site, building, or structure of particular historical or cultural significance to the City of Los Angeles. The four criteria for HCM designation are stated below:

- The proposed HCM reflects the broad cultural, economic, or social history of the nation, state or community is reflected or exemplified;
- The proposed HCM is identified with historic personages or with important events in the main currents of national, state or local history;
- The proposed HCM embodies the characteristics of an architectural type specimen inherently valuable for a study of a period, style or method of construction; or
- The proposed HCM is the notable work of a master builder, designer, or architect whose individual genius influenced his or her age.[33]

33 City of Los Angeles, Los Angeles Administrative Code, Section 22.171.7.

A proposed resource may be eligible for designation if it meets at least one of the criteria above. When determining historic significance and evaluating a resource against the Cultural Heritage Ordinance criteria above, the CHC and Office of Historic Resources (OHR) staff often ask the following questions:

- Is the site or structure an outstanding example of past architectural styles or craftsmanship?
- Was the site or structure created by a "master" architect, builder, or designer?
- Did the architect, engineer, or owner have historical associations that either influenced architecture in the City or had a role in the development or history of Los Angeles?
- Has the building retained "integrity"? Does it still convey its historic significance through the retention of its original design and materials?
- Is the site or structure associated with important historic events or historic personages that shaped the growth, development, or evolution of Los Angeles or its communities?
- Is the site or structure associated with important movements or trends that shaped the social and cultural history of Los Angeles or its communities?

Unlike the National and California Registers, the Cultural Heritage Ordinance makes no mention of concepts such as physical integrity or period of significance. However, in practice, the seven aspects of integrity from the National Register and California Register are applied similarly and the threshold of integrity for individual eligibility is similar. It is common for the CHC to consider alterations to nominated properties in making its recommendations on designations. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as HCMs.

In addition, the LAMC Section 91.106.4.5 states that the Los Angeles Department of Building and Safety "shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of HCMs, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the department determines that such loss or damage may occur, the applicant shall file an application and pay all fees for the CEQA Initial Study and Check List, as specified in Section 19.05 of the LAMC. If the Initial Study and Check List identifies the historical or cultural asset as significant, the permit shall not be issued without the department first finding that specific economic, social

or other considerations make infeasible the preservation of the building or structure."[34] Under Section 91.106.4.5.1 of the LAMC, permits for the demolition of a building or structure that are over 45 years old will not be issued unless abutting properties owners and occupant, and the City Council District Office, and the Certified Neighborhood Council representing the site are notified in writing and a public notice of application for demolition has been posted at the site at least 60 days prior to the date of issuance of the demolition of building or structure permit.

City of Los Angeles Historic Preservation Overlay Zone Ordinance

The Los Angeles City Council adopted the ordinance enabling the creation of HPOZs in 1979; most recently, this ordinance was amended in 2017. An HPOZ is a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.[35] Each HPOZ is established with a Historic Resources Survey, a historic context statement, and a preservation plan. The Historic Resources Survey identifies all Contributing and Non-Contributing features and lots. The context statement identifies the historic context, themes, and subthemes of the HPOZ as well as the period of significance. The preservation plan contains guidelines that inform appropriate methods of maintenance, rehabilitation, restoration, and new construction. Contributing Elements are defined as any building, structure, Landscaping, or Natural Feature identified in the Historic Resources Survey as contributing to the Historic significance of the HPOZ, including a building or structure which has been altered, where the nature and extent of the Alterations are determined reversible by the Historic Resources Survey.[36] For CEQA purposes, Contributing Elements are treated as contributing features to a historic district, which is the historical resource. Non-Contributing Elements are any building, structure, Landscaping, Natural Feature identified in the Historic Resources Survey as being built outside of the identified period of significance or not containing a sufficient level of integrity. For CEQA purposes, Non-Contributing Elements are not treated as contributing features to a historical resource.

City of Los Angeles Historic Resources Survey

SurveyLA is a Citywide survey that identifies and documents potentially significant historical resources representing important themes in the City's history. The survey and resource evaluations were completed by consultant teams under contract to the City and under the supervision of the Department of City Planning's OHR. The program was managed by OHR, which maintains a website for SurveyLA. The field surveys cumulatively covered broad periods of significance, from approximately 1850 to 1980 depending

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34 City of Los Angeles, *Los Angeles Municipal Code*, Section 91.106.4.5.1.

35 City of Los Angeles, *Los Angeles Municipal Code*, Section 12.20.3.

36 City of Los Angeles, *Los Angeles Municipal Code*, Section 12.20.3.

on the location, and included individual resources such as buildings, structures, objects, natural features and cultural landscapes as well as areas and districts (archaeological resources are planned to be included in future survey phases). The survey identified a wide variety of potentially significant resources that reflect important themes in the City's growth and development in various areas including architecture, city planning, social history, ethnic heritage, politics, industry, transportation, commerce, entertainment, and others. Field surveys, conducted from 2010-2017, were completed in three phases by Community Plan area. However, SurveyLA did not survey areas already designated as HPOZs or areas already surveyed by Community Redevelopment Agencies. All tools, methods, and criteria developed for SurveyLA were created to meet state and federal professional standards for survey work.

Los Angeles' Citywide Historic Context Statement (HCS) was designed for use by SurveyLA field surveyors and by all agencies, organizations, and professionals completing historical resources surveys in the City of Los Angeles. The context statement was organized using the Multiple Property Documentation (MPD) format developed by the National Park Service for use in nominating properties to the National Register. This format provided a consistent framework for evaluating historical resources. It was adapted for local use to evaluate the eligibility of properties for city, state, and federal designation programs. The HCS used Eligibility Standards to identify the character defining, associative features and integrity aspects a property must retain to be a significant example of a type within a defined theme. Eligibility Standards also indicated the general geographic location, area of significance, applicable criteria, and period of significance associated with that type. These Eligibility Standards are guidelines based on knowledge of known significant examples of property types; properties do not need to meet all of the Eligibility Standards in order to be eligible. Moreover, there are many variables to consider in assessing integrity depending on why a resource is significant under the National Register, California Register or City of Los Angeles HCM eligibility criteria. SurveyLA findings are subject to change over time as properties age, additional information is uncovered, and more detailed analyses are completed. Resources identified through SurveyLA are not designated resources. Designation by the City of Los Angeles and nominations to the California or National Registers are separate processes that include property owner notification and public hearings.

Redevelopment Project Area Historic Resources Surveys

The Community Redevelopment Agency of the City of Los Angeles (CRA/LA) was established in 1948 to revitalize economically underserved areas within the City of Los Angeles by increasing the supply of low income housing, providing infrastructure for commercial and industrial development, and creating employment opportunities. To carry out these goals, CRA/LA adopts comprehensive plans for each Redevelopment Project Area. Some areas also include a historical resources survey that documents all of the historical resources--individual and districts--within the Redevelopment Project Area. These CRA/LA

surveys were done independent of the City's SurveyLA effort, though some of the more recent surveys may have used the same methodology and technology that was used in SurveyLA. SurveyLA did not survey areas already surveyed by CRA/LA. Currently, there are 32 Redevelopment Project Areas throughout Los Angeles. On September 30, 2019, the Los Angeles City Council voted to adopt Ordinance No. 186325 to effectuate the transfer of land use related plans and functions of the CRA/LA to the City of Los Angeles. As a result, the Department of City Planning has jurisdiction over the review of properties located within Redevelopment Project Areas as of November 11, 2019.

City of Los Angeles Cultural Heritage Master Plan

The City of Los Angeles Cultural Affairs Department developed a Cultural Heritage Master Plan, adopted by the City Council in 2000. The Master Plan contains numerous important policy recommendations on historic preservation in the City of Los Angeles, many of which have shaped the creation and early work of the Office of Historic Resources.

4.4.4 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- Disturb any human remains, including those interred outside of dedicated cemeteries.

4.4.5 METHODOLOGY

The cultural resources analysis considers the presence and absence of known cultural resources, as well as the potential for significant cultural resources to occur, within the Wilmington-Harbor City and Harbor Gateway CPAs and considers the potential impacts on such resources from adoption and implementation of the Proposed Plans.

The analysis of historical resources examines the likelihood that the Proposed Plans could cause a substantial adverse change in the significance of a historical resource. For purposes of the analysis of impacts to historical resources, historical resources include all resources on the State Register (which include those on the National Register), all Historic Cultural Monuments, all HPOZs, and all resources

identified as eligible for listing on a state or local register either individually or as a contributor to a potential historic district in SurveyLA Historic Resources Surveys prepared for both CPAs.

A significant impact to historic resources will occur if there is a substantial adverse change in the significance of an historical resource. According to *State CEQA Guidelines* Section 15064.5(b)(1) "substantial adverse change" means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired, which is considered to be a significant effect on the environment." Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995) is considered to be mitigated to a level of less-than-significant impact on the historical resource.[37]

The analysis of archaeological resources identifies the likelihood of ground disturbing activities to potentially result in a significant impact to unique archaeological resources. PRC Section 21083.2 defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Similar to archaeological resources, the analysis of human remains considers the likelihood of ground disturbing activities to potentially encounter human remains.

37 California Code of Regulations, Title 14, Chapter 3 15064.5. (b)(3)., available online at: https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/2018_CEQA_FINAL_TEXT_122818.pdf, accessed July 25, 2023.

4.4.6 IMPACTS

Threshold 4.4-1 **Would implementation of the Proposed Plans cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?**

This impact would be significant and unavoidable.

As discussed in the existing setting, the Harbor LA CPAs include 12 HCMs, including four resources listed on the California Register and the three listed on the National Register. Additionally, as discussed in **Chapter 3.0, Project Description**, any property in the CPAs may redevelop over the approximately twenty-year plan horizon.

Community Plan Goals and Policies

The Proposed Harbor Gateway and Wilmington-Harbor City Community Plans include a series of goals and policies intended to guide development around historical resources in the Harbor LA CPAs. These goals and policies are listed below in **Table 4.4-3, Goals and Policies in the Harbor Gateway Community Plan Related to Cultural Resources**, and **Table 4.4-4, Goals and Policies in the Wilmington-Harbor City Community Plan Related to Cultural Resources**.

Table 4.4-3
Goals and Policies in the Harbor Gateway Community Plan Related to Cultural Resources

Goals and Policies	Description
Goal - LU 5	**Harbor Gateway's cultural heritage endures through conservation of historic resources and planning districts that preserve the cultural character of the community.**
Policy - LU 5.1	Encourage and promote the utilization of incentive programs, such as the City Mills Act, Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and California Historical Building Code for owners of historic properties to conserve the integrity of historic-cultural resources.
Policy - LU 5.2	Protect and enhance community-identified places and features within the community as cultural resources for the City of Los Angeles.
Policy – LU 5.3	Support the conservation of cultural and social resources as an enduring source of cultural and civic pride.
Policy – LU 5.4	Support efforts to preserve the potential historic resources in Harbor Gateway identified through SurveyLA and future comprehensive historic survey efforts.
Policy – LU 5.5	Encourage the restoration and adaptive reuse of distinctive residential architecture dating from the first half of the 20th century.
Policy – LU 5.6	Protect residential character districts with a buffer or separation from commercial uses, such as locating parking areas and landscaping between commercial and residential areas, and where appropriate, providing a buffer by means of a solid wall and/or landscaped setback.

Goals and Policies	Description
Goal – LU 6	**Residential and commercial districts that preserve the legacy businesses, and varied commercial and cultural character of the community.**
Policy – LU 6.1	Explore the application of character districts to support efforts to conserve architecturally distinctive residential neighborhoods such as Athens on the Hill, and the Chacksfield-Merit Tract, and Orchard Avenue.
Policy – LU 6.2	Retain, support, and reinforce the various historic and architectural elements of Athens on the Hill, including the development patterns, tree canopies, and the landscaped medians along Athens Boulevard and Laconia Boulevard.
Policy – LU 6.3	Support and strengthen the historic and cultural legacy of African-American residents of Athens on the Hill.
Policy – LU 6.4	Maintain and strengthen the integrity of post-war architectural styles such as Traditional Ranch and distinguished Japanese-style landscaping in areas such as the Chacksfield Tract Survey LA Planning District.
Policy – LU 6.5	Support the restoration of the historic homes on Orchard Avenue in a manner that preserves the craftsman and cottage architectural elements and integrity of existing structures
Policy – LU 6.6	Retain, support, and reinforce the Japanese influenced cultural elements and design features along Western Boulevard between 182nd Street and the 405 Freeway, including architectural influences, artwork, legacy businesses, and institutions.
Policy – LU 6.7	Support the rehabilitation and reuse of buildings and materials with architectural character, such as existing early 20th Century brick commercial buildings, especially along Gardena Boulevard.
Policy – LU 6.8	Support residential character districts with buffers or separation from commercial uses, such examples include, but not limited to, locating parking areas and landscaping between commercial and residential areas, and where feasible apply buffers such as solid walls and/or landscaped setback.
Goal – LU 18	**Commercial developments with enhanced aesthetic quality and pedestrian orientation**
Policy – LU 18.1	Encourage the design of commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to support a high-quality built environment that is compatible with adjacent development, and reflects the community's unique historic, cultural, and architectural context and overall enhances community identity.

Source: City of Los Angeles. Harbor Gate Community Plan, Preliminary Draft Spring 2022

Table 4.4-4
Goals and Policies in the Wilmington-Harbor City Community Plan Related to Cultural Resources

Goals, and Policies	Description
Goal – LU 14	**Enhanced and attractive commercial corridors through public improvements and private development projects that reflect the community identity of Wilmington and Harbor City.**
Policy – LU 14.4	Encourage new infill multi-family residential development that is consistent with the existing neighborhood character.
Goal – LU 15	**Commercial developments with enhanced aesthetic quality and pedestrian orientation**.
Policy – LU 15.1	Design commercial development, including infill development, redevelopment, rehabilitation, and reuse efforts, to produce a high-quality built environment that is compatible with adjacent development, and reflects the community's unique historic, cultural and architectural context.
Goal – LU 18	**Commercial districts that preserve the varied commercial and cultural character of the community**.
Policy – LU 18.1	Encourage and promote the utilization of incentive programs, such as the City Mills Act, Historical Property Contract Program, the Federal Historic Rehabilitation Tax Credit, and California Historical Building Code for owners of historic properties to conserve the integrity of historic-cultural resources.
Policy – LU 18.2	Protect and enhance community-identified places and features within the community as cultural resources for the City of Los Angeles.
Policy – LU 18.3	Protect architecturally distinctive residential neighborhoods, such as the Banning Park historic preservation neighborhood.
Policy – LU 18.4	Support the preservation of cultural and social resources as an enduring source of cultural and civic pride
Harbor City Community Policy – LU 18.5	Support efforts to preserve the potential historic resources in Harbor City identified through SurveyLA and future comprehensive historic survey efforts.
Wilmington Community Policy – LU 18.6	Revitalize and strengthen the Wilmington Central Business District as the historic commercial center of the community, to provide shopping, civic, social and recreational activities.
Wilmington Community Policy – LU 18.7	Support the rehabilitation and reuse of buildings with architectural character, especially within SurveyLA's Avalon Boulevard Planning District.

Source: City of Los Angeles. Wilmington-Harbor City Community Plan, Preliminary Draft Spring 2022

Community Plan Implementation Programs

In addition to the Goals and Policies listed above, the Proposed Plans include several Implementation Programs to preserve and enhance cultural resources within the Harbor Gateway and Wilmington-Harbor City CPAs. Coordination among City departments and external agencies is critical to the successful implementation of many plan policies and programs, such as park planning and streetscape improvements. While many plan policies are implemented through land use regulations and incentives enforced by the City based on its mandate to protect the health, safety and welfare of its inhabitants, implementation of some plan policies may also require coordination and joint actions with numerous local, regional, state, and federal agencies. These agencies provide services, facilities, or funding and administer regulations that

directly or indirectly affect many issues addressed in the Proposed Plans. These external governmental agencies, such as the California Department of Transportation (Caltrans), the Los Angeles Unified School District, water service providers, the Los Angeles County Metropolitan Transit Authority (Metro), among others, also look to the community plans for their planning and guidance in decision-making.

The Implementation Programs are broken into two broad categories: established programs and proposed programs. Established programs refer to existing resources that are currently in effect at the time of the adoption process and may already be playing an important role in addressing one or more of the Proposed Plans' objectives. The list identifies opportunities to expand or continue established programs in the CPA. Proposed programs refer to future programs that are included as an advisory resource directed at public agencies responsible for devising improvements or prioritizing projects within the Harbor Gateway, and Wilmington-Harbor City CPAs. Proposed programs described below are aspirational and are put forth for further consideration as part of the ongoing effort to implement the Proposed Plans.

Harbor Gateway Community Plan Programs

Future Implementation Actions - Established Programs

P3 **Survey LA Planning District:** The Los Angeles Historic Resources Survey (SurveyLA) identified numerous potential historic resources throughout Harbor Gateway including the Chacksfield-Merit Tract, Gardena Boulevard commercial planning district, and numerous homes in the Athens on the Hill neighborhood and Orchard Avenue. The Proposed Plan applies frontage standards of LAMC Chapter 1A, Article 3, to the Athens on the Hill neighborhood and encourages further study and possible historic designation of these and other resources in order to conserve and enhance the neighborhood character and unique buildings.

Future Implementation Actions – Proposed Programs

P25 **SurveyLA Eligible Historic Resources:** Support local efforts to protect and restore historic resources, including efforts to establish HPOZs or other conservation district zoning tools for eligible areas of Harbor Gateway identified in the findings of the Los Angeles Historic Resources Survey

P29 **Cultural Historic Context:** As funding becomes available, support the Office of Historic Resources efforts to expand and continue to holistically broaden the multicultural approach to equitably encompass the diversity and richness of the experience of all groups in Los Angeles. Work with local communities and cultural institutions through robust community engagement programs and

local partnerships to gather meaningful input and draw upon community-based knowledge in order to more fully recognize and understand the local experiences.

P33 **Multicultural History Training:** Support funding for staff training that provides regular orientation on the multicultural history of all ethnic and racial groups in Los Angeles to City employees by working with the Office of Racial Justice, Equity, and Transformative Planning.

Wilmington-Harbor City Community Plan Programs

Future Implementation Actions - Established Programs

P4 **Survey LA Planning District:** The Los Angeles Historic Resources Survey (SurveyLA) identified numerous potential historic resources throughout Wilmington and Harbor City, including the Avalon Boulevard Commercial Planning District. The Proposed Plan applies a Character Frontage District to the Avalon Boulevard Commercial Planning District in order to preserve and enhance the corridor's historic character and unique buildings.

Future Implementation Actions - Proposed Programs

P26 **SurveyLA Eligible Historic Resources:** Support local efforts to protect and restore historic resources, including efforts to establish HPOZs or other conservation district overlays for eligible areas of Wilmington and Harbor City identified in the findings of the Los Angeles Historic Resources Survey.

P30 **Cultural Historic Context:** As funding becomes available, support the Office of Historic Resources efforts to expand and continue to holistically broaden the multicultural approach to equitably encompass the diversity and richness of the experience of all groups in Los Angeles. Work with local communities and cultural institutions through robust community engagement programs and local partnerships to gather meaningful input and draw upon community-based knowledge in order to more fully recognize and understand the local experiences.

P34 **Multicultural History Training:** Support funding for staff training that provides regular orientation on the multicultural history of all ethnic and racial groups in Los Angeles to City employees by working with the Office of Racial Justice, Equity, and Transformative Planning.

The Proposed Plans also include new zoning that contains regulations intended to shape the massing and scale of a building. Future development within the Harbor LA CPAs will be subject to compliance with zoning regulations for building mass and width, articulation, building entrances, entry features and

transparencies, and in certain areas specific allowable building materials intended to ensure infill development is compatible with the building character of these areas.

The Proposed Plans currently do not introduce any features that would preclude implementation of or alter the regulatory control ordinances that designated historical resources are subject to in the HPOZ Ordinance, the HCM, or the Building Code regulations discussed above. Specifically, the Cultural Heritage Ordinance requires any project involving alteration, relocation, or demolition of a designated HCM to be reviewed by the Cultural Heritage Commission and any potential demolition to be delayed up to 180 days, which can be further extended another 180 days if found necessary. Additionally, the Building Code requires that no permit for a designated resource, or resources found to be eligible for State or National register by the State Office of Historical Places, can be issued without CEQA review.

Nothing in the Proposed Plans alters the current City's practice for any discretionary project, which involves OHR reviewing any project involving a property identified in SurveyLA as potentially eligible for listing, and requiring avoidance measures, unless OHR agrees the resource is not eligible for listing. If OHR disagrees with an applicant that a resource is not eligible for listing, OHR will require the applicant to provide an impact assessment from a qualified preservation consultant and develop mitigation measures or OHR will advise if a significant impact is not avoidable. OHR typically recommends modifications that are consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. Such modifications may include retention of significant character-defining features and adjustments to setbacks, step backs, and height, as well as other project features related to context-sensitive project design.[38] If an impact is not avoidable, the Planning Department will require the applicant to pay fees to prepare an EIR.

Moreover, no historical resources are called for removal or alteration under the Proposed Plans. However, development that would occur over the life of the Proposed Plans has the potential to occur on, or adjacent to, historical resources. This is particularly true for areas with proposed increased development potential along specific corridors and nodes near transit, which could result in pressure to remove historical resources.

Notwithstanding the above, new development could result in an impact to historical resources either through direct effects (demolition or alteration of a historical resource's physical characteristics that convey its historical significance, such as change to the façade inconsistent with the original façade) or through indirect effects to the area surrounding a resource (eliminating or diminishing the historic value of a

[38] If the historic or cultural significance of a potential resource is contested, applicants will be required to provide a historic resource assessment prepared by a qualified architectural historian to determine the proposed resource's potential significance.

resource without physically changing the resource, such as creating a visually incompatible structure adjacent to a historical structure).

While OHR reports that it is extremely uncommon in the City to lose designated historical resources when a property owner has complied with the City's regulations, the Cultural Heritage Ordinance cannot prevent a property from being demolished or redeveloped or prevent structures from being altered. Rather these ordinances provide for processes, including environmental review, but they do not prohibit demolition. Implementation of the Proposed Plans incorporates policies and design standards that would assist in further protecting the integrity and history of places and areas. However, it is possible that demolition and/or significant alteration to some of the historical resources within the CPAs would occur during the life of the Proposed Plans. Therefore, the Proposed Plans' impacts to historical resources would be ***potentially significant***.

Mitigation Measures

No feasible mitigation measures have been identified. As discussed above, historical resources that are designated under HCM may be demolished if an applicant goes through the discretionary review process and receives an approved entitlement. Resources included in SurveyLA or any other survey meeting the requirements of PRC Section 5024.1(g) or the CRA Survey are not prohibited from demolition or alteration, provided they go through the appropriate process including environmental review. As a policy matter, the City finds that requiring additional review of projects otherwise undergoing discretionary review is undesirable due to the delays it could result in for projects. Additionally, as a policy matter, the City finds that it is undesirable to put additional regulations or processes, beyond existing state or local laws, on projects involving historical resources that are designated under the HCM or HPOZ, including ministerial projects. Based on the above, there is no feasible mitigation to prevent the demolition or substantial alteration of historical resources. Therefore, impacts to historical resources from the Proposed Plans will be ***significant and unavoidable***.

Significance after Mitigation

Significant and unavoidable.

Threshold 4.4-2 **Would implementation of the Proposed Plans cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

The impact would be less than significant with mitigation.

As discussed above, portions of the City, including the Harbor LA CPAs were inhabited by the Gabrielino-Tongva people, who may have left behind archaeological resources that may still exist within the CPAs. In addition, non-tribal resources from the same time periods may exist in the CPA. Much of the CPAs are highly urbanized and any archaeological resources that may have existed at or close to the surface have likely been disturbed by past development. Future development under the Proposed Plans would likely include ground-disturbing activities that could go beyond human-made fills/existing disturbed areas and could impact previously undetected archaeological resources. A comprehensive survey of archaeological resources in the Harbor LA CPAs is not feasible at the Plan level. Projects within the Harbor LA CPAs that do not disturb previously undisturbed soil would not be anticipated to cause any adverse change in the significance of archaeological resources. Projects within the Harbor LA CPAs that disturb previously undisturbed soils during construction could encounter resources and could have an adverse impact on archaeological resources.

Although it is a misdemeanor[39] for anyone to destroy or remove anything of archaeological interest, property owners and developers may not be aware of their legal obligations and the best means to ensure compliance with regulations. Therefore, without mitigation, impacts related to archaeological resources would be ***potentially significant***.

Mitigation Measures

MM CR-1 For any project that requires a permit for grading or excavation; if a possible archaeological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until an Archaeological Monitor or a Qualified Archaeologist has been retained to evaluate the find in accordance with National Register of Historic Places and California Register of Historical Resources criteria. Any Archaeological Monitor or Qualified Archaeologist shall be approved by the Department of City Planning, OHR. The Qualified Archaeologist may adjust this avoidance area, ensuring appropriate temporary protection measures of the find are taken while also considering ongoing construction needs in the surrounding area. Temporary staking and

39 Penal Code 622 ½; PRC Sections 5097.5, 5097.9, and 5097.98-99, available online at: http://nahc.ca.gov/codes/california-public-resources-code-5097-9/, accessed July 25, 2023.

delineation of the avoidance area shall be installed around the find in order to avoid any disturbance from construction equipment. Ground Disturbance Activities may continue unimpeded on other portions of the site outside the specified radius.

Any potential archaeological resource or associated materials that are uncovered shall not be moved or collected by anyone other than an Archaeological Monitor or Qualified Archaeologist unless the materials have been determined to be non-unique archaeological resources, as defined in Public Resources Code Section 21083.2(h), by the Qualified Archaeologist. The Qualified Archaeologist shall determine if the resources are unique archeological resources as defined in Public Resources Code Section 21083.2(g).

Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of unique archaeological resources should occur as follows:

- The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource.
- When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Archaeologist.

Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Archaeologist. A report that describes the resource(s) and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Archaeologist according to current professional standards and maintained for a minimum of five years after the Certificate of Occupancy is issued. If appropriate, the report should also contain the Qualified Archaeologist's recommendations for the preservation, conservation, and curation of the resource at a suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply.

MM CR-2 Prior to issuance of a permit for grading or excavation all project applicants will receive notice and acknowledge receipt of the following notice:

Several laws regulate the treatment of archaeological, paleontological, and tribal cultural resources and make it a criminal violation to destroy those resources. These regulations include, but are not limited to:

- California Penal Code Section 622 1/2 - Unlawful Disfigurement of Archeological or Historical Objects provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

- Public Resources Code Section 5097.5(a) states: "A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands."

- California Code of Regulations, Title 14, Section 4308 states: "No person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value."

- California Code of Regulations, Title 14, Section 1427 states: "No Person shall collect or remove any object or thing of archeological or historical interest or value, nor shall any person injure, disfigure, deface or destroy the physical site, location or context in which the object or thing of archeological or historical interest or value is found."

The following best practices are recognized by archaeologists and environmental consultants to ensure archaeological resources are not damaged during grading, excavation, or other Ground Disturbance Activities:

- Records Search. A cultural resources records search should be requested from and conducted by the California Historical Resources Information System's (CHRIS) South Central Coastal Information Center (SCCIC) located at California State University, Fullerton to determine whether any cultural resources have been previously identified on or within a 0.5-mile radius of the Project site. The results of this records search shall be used as an indicator of the archaeological sensitivity of the Project site.

- A Qualified Archaeologist shall be retained and use all reasonable methods, consistent with professional standards and best practices, to determine the potential for archaeological resources to be present on the Project site. Any Qualified Archaeologist shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").

- If the Qualified Archaeologist determines there is a medium to high potential that archaeological resources may be located on the Project site and it is possible that such resources will be impacted by the Project, the Qualified Archaeologist shall advise the Applicant and Owner to retain an Archaeological Monitor to observe all Ground Disturbance Activities within those areas identified as having a medium to high potential in order to identify any resources and avoid potential impacts to such resources.

- Monitoring. An Archaeological Monitor should monitor excavation and grading activities in soils that have not been previously disturbed in order to identify and record any potential archaeological finds and avoid potential impacts to such resources. In the event of a possible archaeological discovery, the Archaeological Monitor shall notify a Qualified Archaeologist. The Archaeological Monitor has the authority to temporarily halt earthwork activities. Any Qualified Archaeological Monitor(S) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").

- Handling, Evaluation, and Preservation. Any archaeological resource materials or associated materials that are uncovered shall not be moved or collected by anyone other than an Archaeological Monitor or Qualified Archaeologist unless they have been determined to be nonunique archaeological resources, as defined in Public Resources Code Section 21083.1(h) by a Qualified Archaeologist. A Qualified Archaeologist shall determine if the resources are unique archeological resources as defined in Public Resources Code Section 21083.2(g).

- Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of unique archaeological resources should occur as follows:

    - The find should be preserved in place or left in an undisturbed state unless the Project would damage the resource.

  - When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study should occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a Qualified Archaeologist.

- If recommended by the Qualified Archaeologist, the resource(s) shall be curated by a public, non-profit institution with a research interest in the material, such as the Natural History Museum of Los Angeles County or another appropriate curatorial facility for educational purposes.

- Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by a Qualified Archaeologist.

Significance after Mitigation

Implementation of **Mitigation Measures CR-1 and CR-2** would avoid significant direct impacts to archaeological resources to the maximum extent feasible and provide for recovery and/or documentation of any significant resources that cannot be preserved in place. With mitigation, significant archaeological resources would ***be less than significant with mitigation.***

Threshold 4.4-3 Would implementation of the Proposed Plans disturb human remains, including those interred outside of dedicated cemeteries?

This impact would be less than significant.

The Harbor LA CPAs contain two Los Angeles County designated formal cemeteries, Wilmington Cemetery and Roosevelt Memorial Park, and no known informal cemeteries. The Proposed Plans do not include any changes to these properties. The potential to disturb human remains interred outside of formal cemeteries is considered low given the level of past human activity. During the Mission-associated Native American history of Los Angeles it was often Native American practice to bury people outside mission grounds in informal cemeteries. The nearest mission is the San Gabriel Mission located approximately 28 miles northeast of the Harbor LA CPAs. There is no history of any missions or their accompanying cemeteries in the Harbor LA CPAs. Furthermore, the Harbor LA CPAs are highly urbanized, and

unmarked cemeteries or graves that may have existed at the surface have likely been disturbed by past development.

While the potential to disturb human remains interred outside of formal cemeteries within the Harbor LA CPAs are considered low, it is possible that unknown human remains could be located within the Harbor LA CPAs and that future development could encounter these remains. In the event of the inadvertent discovery or recognition of any human remains during future, project-related ground disturbance, California Health and Safety Code Section 7050.5 states that, if human remains are unearthed during construction, then no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to PRC Section 5097.98. Section 5097.98 which outlines the Native American Heritage Commission notification process and the appropriate procedures if the County Coroner determines the human remains to be Native American. Compliance with applicable regulations would protect unknown and previously unidentified human remains. Therefore, impacts related to human remains would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance after Mitigation

Less than significant.

4.4.7 CUMULATIVE IMPACTS

The cumulative context for the cultural resources analysis includes reasonably foreseeable future development within the City of Los Angeles, as well as the County of Los Angeles pursuant to applicable planning documents including the Regional Transportation Plan/Sustainable Communities Strategy and adjacent community plans, as well as previously approved but unbuilt projects in the County or adjacent community plan areas.

Historical Resources

As discussed above, it is possible that future development within the CPAs could result in demolition and/or significant alteration to some historical resources during the life of the Proposed Plans. Implementation of the Proposed Plans in combination with other projects located throughout the City of Los Angeles would similarly increase the potential for impacts to historical resources and could contribute to the loss of historical resources in the City. The Cultural Heritage Ordinance and HPOZ Ordinances cannot prevent a property from being impacted by demolition or redevelopment or prevent structures from

being altered so long as an applicant has gone through all necessary processes, including environmental review. The potential for impacts to historical resources from individual developments is site-specific and depends on the location and nature of each individual development proposal. All future development projects would continue to be subject to existing federal, state, and local requirements and discretionary projects may be subject to project-specific mitigation requirements as outlined herein. It is anticipated that cumulative impacts to historical resources can be avoided through implementation of regulatory compliance measures (existing rules for HCM, for example) and project design features on a project-by-project basis, but alteration or demolition of historical resources remains a possibility throughout the Harbor LA CPAs.

Based on the above discussion, the incremental effect of the Proposed Plans on historical resources would be cumulatively considerable and cumulative impacts to historical resources in the Harbor LA CPAs would be ***significant and unavoidable***.

Archaeological Resources

Based upon existing studies documenting archaeological resources recovered from the prehistoric era to the present, the Los Angeles Basin and San Fernando Valley are known to have high archaeological sensitivity, and past development has resulted in substantial adverse changes in the significance of various archaeological resources prior to the implementation of regulations enacted for the purpose of avoiding disturbance, damage, or degradation of these resources. Future development may uncover or disturb known or previously unknown archaeological resources. However, implementation of Mitigation Measures **MM CR-1** and **MM CR-2** would reduce impacts related to archaeological resources to a less than significant level. The Proposed Plans' effects on archaeological resources would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

Human Remains

Past development has disturbed human remains, including those interred outside of dedicated cemeteries. This has led to the implementation of specific requirements to preserve such remains, as codified in *CEQA Guidelines Section* 15064.5(e) and PRC Section 5097.98. There is the possibility that ground-disturbing activities during future construction could uncover previously unknown and buried human remains. Treatment of human remains is addressed by standard regulatory requirements, which apply to all development projects statewide. Any development project, including those in accordance with the Proposed Plans would be subject to these same regulations. The Proposed Plans' effect on human remains would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

4.4.8 REFERENCES

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Gnerre, Same. "Historic Wilmington Cemetery has weathered its share of storms," blog post. *South Bay Daily Breeze*. August 1, 2020. Available online at: http://blogs.dailybreeze.com/history/2020/08/01/historic-wilmington-cemetery-has-weathered-its-share-of-storms/. Accessed August 3, 2022

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4.5 ENERGY

INTRODUCTION

This section addresses the potential construction and operational impacts on energy resources from the Harbor LA Community Plans Update which updates the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan; hereinafter, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans." The analysis identifies the utility companies that provide electricity and natural gas services in the City, describes existing consumption, the nature and location of related infrastructure, and the anticipated changes in demand for electricity and natural gas.

4.5.1 EXISTING ENVIRONMENTAL SETTING

This section provides an overview of the various types of energy resources and a discussion of the existing supply and demand at the state, regional, and local levels.

Petroleum

California is one of the top producers of petroleum in the nation, with drilling operations primarily concentrated in Kern and Los Angeles Counties. A network of crude oil pipelines connects production areas to oil refineries in the Los Angeles area, the San Francisco Bay area, and the Central Valley. California oil refineries also process large volumes of Alaskan and foreign crude oil received in ports in Los Angeles, Long Beach, and the San Francisco Bay area. Crude oil production in California and Alaska is in decline, and California refineries have become increasingly dependent on foreign imports. Led by Saudi Arabia and Ecuador, foreign suppliers now produce more than half of the crude oil refined in California[1][2]

According to the United States Energy Information Administration (EIA), transportation accounted for approximately 34 percent of California's energy demand, amounting to approximately 2,355 trillion British thermal units (Btu) in 2020.[3] Most gasoline and diesel fuel soil in California for motor vehicles is refined in California to meet state-specific formulations required by the California Air Resources Board (CARB).

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1 California Energy Commission (CEC), Foreign Sources of Crude Oil Imports to California, 2021, available at: https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/foreign-sources-crude-oil-imports-3-0, accessed August 17, 2022.

2 California Energy Commission (CEC), *Oil Supply Sources to California Refineries*, 2020, available at: http://www.energy.ca.gov/almanac/petroleum_data/statistics/crude_oil_receipts.html, accessed August 17, 2022.

3 United States Energy Information Administration, "California State Profile and Energy Data," available online at: https://www.eia.gov/state/data.php?sid=CA#ConsumptionExpenditures, accessed August 17, 2022.

The Harbor Gateway CPA contains two of the City of Los Angeles' active oil fields, as well as many active and inactive/abandoned oil wells within its boundaries. Many of the oil industries established in the 1920s remain in the area to this day. The majority of oil sites are dispersed along Figueroa Street, north of Redondo Beach Boulevard and south of 190th Street. However, many inactive/abandoned oil sites are located within residential neighborhoods in the northern and southern portions of the plan area.

The Wilmington-Harbor City CPA has the highest number of oil well sites within the City of Los Angeles and surrounding region and the Wilmington Oil Field is the third largest oil field in the contiguous United States. Wilmington has historically been a local hub of the oil industry, and many of the oil industries established in the 1920s remain in the area to this day. The three existing refineries in the Wilmington-Harbor City CPA (Marathon Petroleum Co., Phillips 66, and Valero refineries) along with the area's oil extraction and related activities contribute to the region's supply of petroleum products.

Figure 4.5-1, Oil Wells within the Harbor LA CPAs, shows the location of oil field, active wells, and refineries within the Harbor LA CPAs.

Harbor LA Community Plan Areas Petroleum Consumption

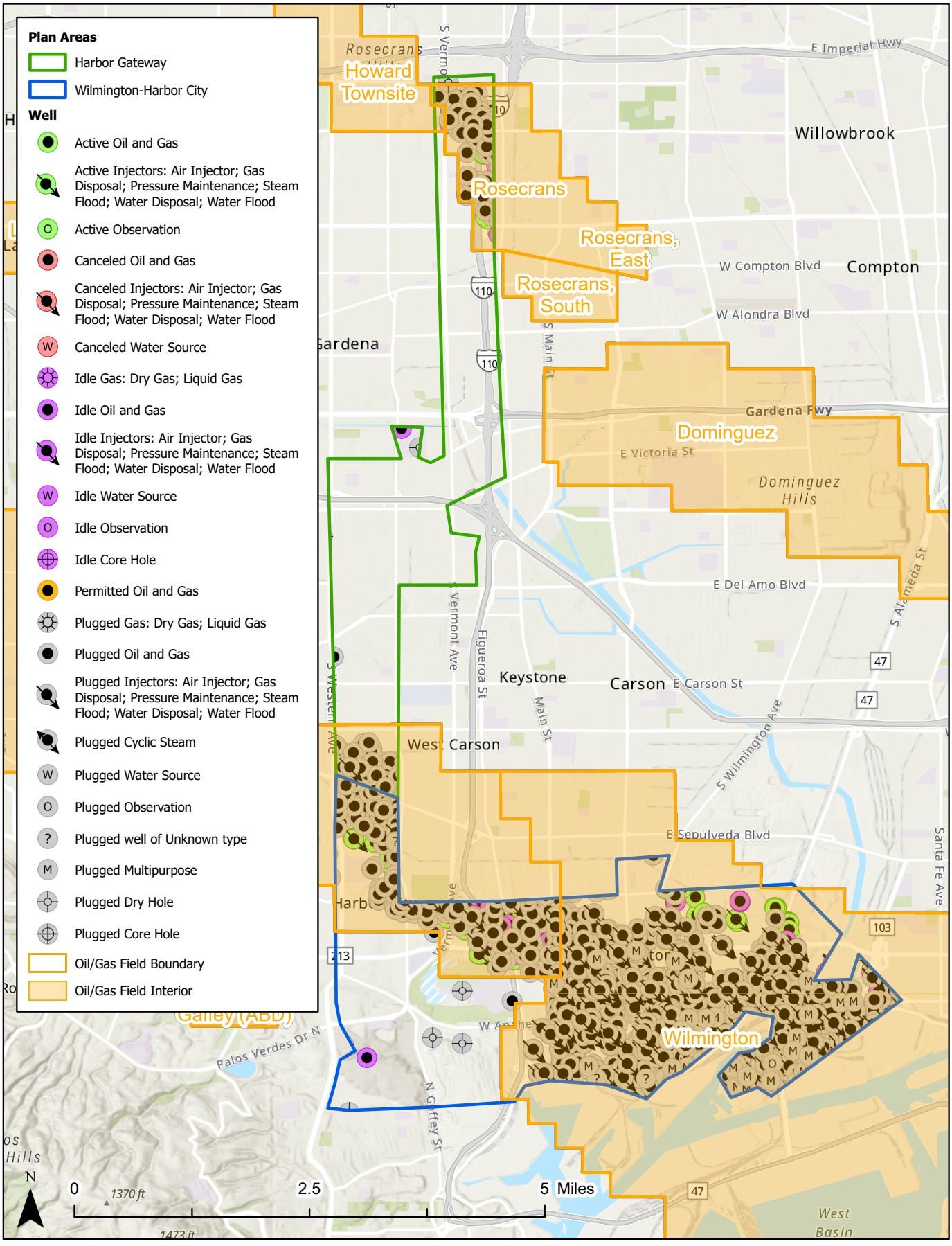
Petroleum consumption was estimated by calculating the direct consumption through daily vehicle miles travelled as a result of trips that are associated with uses in the Harbor LA CPAs (see **Methodology** in **Section 4.5.4**). Daily vehicle miles traveled (VMT) within the Harbor LA CPAs under existing conditions are discussed in detail in **Section 4.15, Transportation and Traffic,** and were estimated at approximately 2.9 million, as shown in **Table 4.5-1, Daily and Annual VMT in the Harbor LA Community Plan Areas**. Based on this daily VMT, approximately 20,008 Metric Million Btu (MMBtu) are consumed per day under existing conditions by the transportation sector as a result of trips associated with uses in the Harbor LA CPAs, as shown below in **Table 4.5-2, Existing Transportation Sector Energy Use in the Harbor LA Community Plan Areas.**

Table 4.5-1
Daily and Annual VMT in the Harbor LA Community Plan Area

	Daily VMT	Annual VMT
Harbor LA CPAs Total	2,896,001	1,057,040,365

CPAs = Community Plan Areas; VMT = Vehicle Miles Traveled

*Source: Cambridge Systematics, 2023. See **Section 4.15, Transportation and Traffic**.*



SOURCE: CalGEM, 2022; Esri, 2022

FIGURE **4.5-1**

IMPACT SCIENCES

Oil and Gas Wells within the Harbor LA CPAs

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Table 4.5-2
Existing Transportation Sector Energy Use in the Harbor LA Community Plan Areas

	Existing Daily Energy Use (MMBtu)	Existing Annual Energy Use (MMBtu)	Existing Daily per Capita Energy Use (MMBtu)	Existing Daily Per Service Population Energy Use (MMBtu)	Existing Annual Per Capita Energy Use (MMBtu)	Existing Annual Per Service Population Energy Use (MMBtu)
Harbor LA CPAs Total	20,008	7,302,920	0.16	0.14	59.17	49.35

Notes:

MMBtu = 1 Metric Million British Thermal Units; VMT = Vehicle Miles Traveled.

Transportation energy consumption was derived from the Harbor LA CPAs VMT (see Table 4.5-1); daily VMT by vehicle type provided by Cambridge (2023); average fuel economy from the Federal Highway Administration Highway Statistics Series, and energy unit data from the United States Energy Information Administration.

Existing per capita population used to calculate per capita use: 123,428 people.

Existing service population: 147,968 (123,428 residents and 24,540 employees)

Totals may not add up due to rounding.

Source: Federal Highway Administration, Highway Statistics for year 2019, 2023, Table VM-1, available online at: https://www.fhwa.dot.gov/policyinformation/statistics/2019/vm1.cfm, *accessed May 17, 2023.*

United Stated Energy Information Administration, Units and Calculators Explained, available online at: https://www.eia.gov/energyexplained/units-and-calculators/, accessed May 11, 2023.

Electricity

The California Energy Commission (CEC) maintains a statewide database of annual electricity generation and consumption. In 2021, California produced approximately 70 percent of the electricity it used. The remainder was imported from outside the state. In 2021, total electrical generation was 277,764 gigawatt-hours (GWh) with approximately 194,127 GWh produced in-state with the remaining 83,636 GWh being imported from out-of-state sources.[4] Renewable sources accounted for approximately 34.8 percent of 2021 in-state generation.[5] Statewide electricity consumption in 2019 (baseline data for electricity consumption)

4 California Energy Commission, "2021 Total System Electric Generation," available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation, accessed August 18, 2022.

5 California Energy Commission, "2021 Total System Electric Generation," available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation, accessed August 18, 2022.

was estimated by the CEC to be 277,764 GWh, with Los Angeles County responsible for consuming approximately 66,805 GWh (24 percent).[6]

In fiscal year 2019-2020, Los Angeles Department of Water and Power (LADWP) supplied more than 21,130 Gwh of electricity a year to over 1.5 million residential and business customers within the City of Los Angeles as well as 5,000 customers in Owens Valley.[7] The LADWP has a capacity of over 8,009 Megawatts (MW) with a record peak instantaneous demand of 6,502 MW in 2017.[8] LADWP's Power Infrastructure includes 34 Generation Plants, 7,148 miles of overhead distribution lines, 3,709 miles of underground distribution cables and 177 distribution stations.[9] By the end of 2019, LADWP had reduced greenhouse gas (GHG) emissions from electricity generation to 7.9 million metric tons (MMT)—approximately 56 percent below the 1990 emissions baseline of 17.9 MMT.[10]

Table 4.5-3, LADWP Power Resources shows the source of LADWP's power resources in 2019. Approximately 34 percent of power generation is from renewable sources, including wind, geothermal, solar, eligible hydroelectric, and biomass and biowaste sources. Specifically, solar energy provides most renewable energy accounting for 35 percent of renewable energy.

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6 California Energy Commission, "Electricity Consumption by County," available online at: http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed August 18, 2022.

7 City of Los Angeles Department of Water and Power, *Briefing Book 2020-2021*. 2021, available at: https://ladwp-jtti.s3.us-west-2.amazonaws.com/wp-content/uploads/sites/3/2021/08/11142059/2020-21_Briefing_Book_Digital_single_page_view_08112021.pdf, accessed August 18, 2022.

8 City of Los Angeles Department of Water and Power, "Facts and Figures," available online at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=bsuffzji2_17&_afrLoop=112267240922911&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D112267240922911%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dmeaccdpxp_17, accessed August 18, 2022.

9 City of Los Angeles Department of Water and Power, "Facts and Figures," available online at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=bsuffzji2_17&_afrLoop=112267240922911&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D112267240922911%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dmeaccdpxp_17, accessed August 18, 2022.

10 City of Los Angeles Department of Water and Power, *Briefing Book 2020-2021*, 2021, available at: https://ladwp-jtti.s3.us-west-2.amazonaws.com/wp-content/uploads/sites/3/2021/08/11142059/2020-21_Briefing_Book_Digital_single_page_view_08112021.pdf, accessed August 18, 2022.

Table 4.5-3
LADWP Power Resources

Energy Source	Percent Contributed to LADWP Power
Renewable Energy	34%
Wind	10%
Geothermal	9%
Solar	12%
Eligible Hydroelectric	3%
Biomass & Biowaste	0%
Natural Gas	27%
Nuclear	14%
Large Hydroelectric	4%
Coal	21%

Source: City of Los Angeles Department of Water and Power, Briefing Book 2020-2021. 2021, available at: https://ladwp-jtti.s3.us-west-2.amazonaws.com/wp-content/uploads/sites/3/2021/08/11142059/2020-21_Briefing_Book_Digital_single_page_view_08112021.pdf, accessed August 18, 2022.

Electricity from natural gas-fueled power sources represents approximately 27 percent of LADWP's power supply. The natural gas fired stations, owned by the LADWP and located throughout the Los Angeles Basin, include the Harbor, Haynes, Scattergood, and Valley generating stations supply the LADWP with natural gas-fueled electricity.

Electricity from coal-fired power sources represents approximately 21 percent of LADWP's power supply. The Navajo and the Intermountain Generating Stations, located in Arizona and Utah, respectively, supply the LADWP coal-generated electricity.[11] These stations provide low-cost base load generation to Los Angeles; however, these stations also emit twice the amount of CO_2 compared to Natural Gas. Thus, LADWP will continue to seek replacement options to lower the LADWP's power generation CO_2 emission levels.

Electricity from nuclear-fueled power sources represents approximately 14 percent of LADWP's power supply. The Palo Verde Nuclear Generation Station, located in Arizona, supplies the LADWP with nuclear-generated electricity. Electricity from large hydroelectric and other unspecified power sources represents a total of approximately seven percent of the LADWP's power supply. The Castaic Pumped Storage Power

11 City of Los Angeles Department of Water and Power, *Integrated Resources Plan – Implementation Strategy*. 2006, available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdew/~edisp/cnt010386.pdf, accessed August 18, 2022.

Plant and the Hoover Power Plant supply LADWP with hydroelectric-generated electricity, and are located in Castaic, California and Arizona, respectively.[12]

Harbor LA Community Plan Areas Electricity Consumption

Table 4.5-4, Existing Annual Electricity Demand in the Harbor LA Community Plan Areas, shows the estimated electricity usage of existing uses within the Harbor LA CPAs using California Emissions Estimator Model (CalEEMod 2022) emission factors. The CalEEMod electrical emissions factors account for Title 24 building electricity use and non-Title 24 uses.[13] The Harbor LA CPAs are estimated to have an annual electrical demand of approximately 376,105.62 MWh per year.[14] With a population of approximately 123,428, this equates to approximately 3.04 MWh per capita per year of existing electricity consumption. Further, with an existing service population of 147,968 (123,428 residents and 24,540 employees), this equates to an electricity consumption of approximately 2.54 MWh per service population per year under existing conditions.

12 City of Los Angeles Department of Water and Power, *Integrated Resources Plan – Implementation Strategy*. 2006, available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdew/~edisp/cnt010386.pdf, accessed August 18, 2022.

13 California Emissions Estimator Model, *User Guide – Version 2022.1.* 2022, available online at: https://www.caleemod.com/documents/user-guide/01_User%20Guide.pdf, accessed August 18, 2022.

14 1 kilowatt/day = 0.365 Megawatts/year. 1 Megawatt = 1,000 kilowatt

Table 4.5-4
Existing Annual Electricity Demand in the Harbor LA Community Plan Areas

Land Use	T24E (MWh)	NT24E (MWh)	Annual Electricity Use (MWh)
Single Family	20,070.12	76,173.62	96,243.74
Multi-Family	17,924.92	53,540.32	71,465.24
Commercial	20,703.65	11,386.26	32,089.91
Industrial	125,185.07	46,558.71	171,743.78
Public Facilities	4,562.95	1,697.05	4,562.95
		Total Annual Electricity Use	376,105.62
		Proportion of Statewide Consumption	0.14%
		Per Capita Electricity Consumption (MWh/capita)	3.04
		Per Service Population Electricity Consumption (MWh/SP)	2.54

Source: Impact Sciences, 2022.
Note: The per capita consumption for electricity is determined by dividing electricity consumption data from CalEEMod by the existing CPAs population, as detailed in Section 4.13, Population, Housing and Employment.
Existing per capita population used to calculate per capita use: 123,428 people.
Existing service population: 147,968 (123,428 residents and 24,540 employees)
Statewide Electricity Consumption in 2019: 277,764 GWh
Source: CEC, Electricity Consumption by County, available online at: http://ecdms.energy.ca.gov/elecbycounty.aspx
CPAs = Community Plan Area; MWh = megawatt-hours; SF = square feet; DU = dwelling unit; T24E = title 24 electricity; NT24E = non-title 24 electricity; SP= service population

Natural Gas

The City of Los Angeles, including the Harbor LA CPAs, is served by the investor-owned Southern California Gas Company (SoCalGas), a unit of Sempra Energy. SoCal Gas serves approximately 21.8 million customers through 5.9 million meters of gas lines within a 24,000-square-mile service area that includes over 500 communities in Central and Southern California.[15] In 2020, a total of approximately 5,231 million therms of natural gas were consumed by SoCal Gas' customers. Of this total, residential, industrial, commercial and miscellaneous other customers consumed 2,426 million, 1,616 million, 889 million, and 301 million therms of natural gas, respectively.[16,17] California natural gas demand is anticipated to decline at

15 Southern California Gas Company (SoCalGas), "About SoCalGas," available online at: https://www.socalgas.com/about-us/company-profile, accessed August 18, 2022.

16 California Energy Commission, "Gas Consumption by Entity," available online at: http://ecdms.energy.ca.gov/gasbyutil.aspx, accessed August 18, 2022.

17 One therm is equal to 96.7 cubic feet of natural gas.

an annual rate of 1.5 percent between 2022 to 2035.[18] More specifically, from 2021 to 2035, SoCal Gas residential demand is expected to decline from 224 billion cubic feet (Bcf) to 170 Bcf, reflecting an annual decline rate of 1.9 percent.[19]

Underground storage of natural gas plays a vital role in balancing the region's energy supply and demand. SoCal Gas owns and operates four underground storage facilities located in Aliso Canyon, Honor Rancho, Goleta, and Playa Del Rey. These facilities have a combined theoretical storage capacity of over 130 Bcf.[20] However, the combined working inventory for SoCalGas is reduced due to current working inventory regulatory restrictions imposed at Aliso Canyon. In July 2019, to improve short-term reliability and price stability in the southern California region, the California Public Utilities Commission (CPUC) deemed that Aliso Canyon be made available for withdrawals if certain conditions are met, such as an imminent and identifiable risk of gas curtailments created by an emergency condition that would impact public health and safety or result in curtailments of electric load that could be mitigated by withdrawals from Aliso Canyon.[21]

Southwestern United States Gas Supplies

Traditional southwestern U.S. sources of natural gas will continue to supply most of Southern California's natural gas demand. This gas is primarily delivered via the El Paso Natural Gas pipeline with some volumes also on Transwestern pipeline. The San Juan Basin's gas supplies peaked in 1999 and have been declining at an annual rate of roughly 2 percent. The Permian Basin has experienced a major increase in gas production as a byproduct of the tremendous amount of oil development in the area. Permian gas production increased by over 130 percent during the period 2017-2021.[22]

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18 California Gas and Electric Utilities. *2022 California Gas Report*, 2022, available online at: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed August 18, 2022.

19 California Gas and Electric Utilities, *2022 California Gas Report*, 2022, available online at: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed August 18, 2022

20 California Gas and Electric Utilities, *2022 California Gas Report*, 2022, available online at: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed August 18, 2022

21 California Gas and Electric Utilities, *2022 California Gas Report*, 2022, available online at: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed August 18, 2022

22 California Gas and Electric Utilities, *2022 California Gas Report*, 2022, available online at: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed August 18, 2022

Rocky Mountain Gas Supplies

Rocky Mountain supply supplements traditional southwestern U.S. gas sources for southern California. This gas is delivered to southern California primarily on the Kern River Gas Transmission Company's pipeline, although there is also access to Rockies' gas through pipelines interconnected to the San Juan Basin. Many pipelines that supply other markets connect to the Rocky Mountain region, which allows Rockies' gas to be redirected from lower to higher value markets as conditions change.[23]

Canadian Gas Supplies

Only a small share of Southern California gas supplies come from Canada due to the high cost of transport.[24]

Harbor LA Community Plan Areas Natural Gas Consumption

Table 4.5-5, Existing Natural Gas Demand in Harbor LA CPAs, shows the estimated natural gas usage of existing land uses within the CPAs using CalEEMod default rates. The Harbor LA CPAs consume approximately 1,229,229.87 MMBtu of natural gas per year. The Harbor LA CPAs accounted for approximately 0.1 percent of the State's natural gas consumption in 2021.[25] With an existing population of 123,482, this equates to a natural gas consumption of approximately 9.96 MMBtu per capita. Further, with an existing service population of 147,968, this equates to a natural gas consumption of approximately 8.31 MMBtu per service population.

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23 California Gas and Electric Utilities, *2022 California Gas Report,* 2022, available online at: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed August 18, 2022

24 California Gas and Electric Utilities, *2022 California Gas Report*, 2022, available online at: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed August 18, 2022

25 Total State Natural Gas Consumption in 2021 totaled 11,922.706 million therms, or 1,192,270,564,200 MMBtu. CEC, *Gas Consumption by County*, available online at: https://ecdms.energy.ca.gov/gasbycounty.aspx

Table 4.5-5
Existing Natural Gas Demand in the CPA

Land Use	Size	Unit	Title 24 NG (MMBTU)	Non-Title 24 NG (MMBTU)	Annual Natural Gas Use (MMBTU)
Single Family	14,510	DU	677,003.52	95,803.90	772,807.42
Multi-Family	21,765	DU	181,001.71	35,023.72	216,025.43
Commercial	3,222,937	SF	3,731.76	12,138.74	15,870.50
Industrial	10,782,251	SF	169,202.31	47,428.11	21,6630.42
Public Facilities	392,790	SF	6,167.36	1,728.74	7,896.10
				Total Natural Gas Use (MMBtu)	1,229,229.87
				Proportion of Statewide Consumption	0.1%
				Per Capita Natural Gas Consumption (MMBtu/capita)	9.96
				Per Service Population Natural Gas Consumption (MMBtu/capita)	8.31

Source: Impact Sciences, Inc., 2023.
Note: The per capita consumption for natural gas is determined by dividing electricity consumption data from CalEEMod by the existing CPA population, as detailed in Section 4.13, Population, Housing and Employment. The per service population consumption for natural gas is determined by dividing electricity consumption from CalEEMod by the existing CPA population and employment, as detailed in Section 4.13, Population, Housing, and Employment.
Statewide Natural Gas Consumption: 11,922.71 U.S. Million Therms (MMthm), 1 U.S. Therm = 99,976 Btu
Source: CEC, Gas Consumption by County, available online at: https://ecdms.energy.ca.gov/gasbycounty.aspx.
CPAs = Community Plan Area; MMBtu = Metric Million British Thermal Units; SP = service population; T24NG = title 24 natural gas uses; NT24NG = non-title 24 natural gas uses

Alternative Fuels

A variety of alternative fuels are used to reduce petroleum-based fuel demand. The use of these fuels is encouraged through various state-wide regulations and plans (e.g., Low Carbon Fuel Standard and SB 32). Conventional gasoline and diesel may be replaced, depending on the capability of the vehicle with transportation fuels including the following:

Hydrogen

Hydrogen is being explored for use in combustion engines and fuel cell electric vehicles. The interest in hydrogen as an alternative transportation fuel stems from its clean-burning qualities, its potential for domestic production, and the fuel cell vehicle's potential for high efficiency (two to three times more

efficient than gasoline vehicles). Currently, 53 hydrogen refueling stations are located in California; however, none are located in the Harbor LA CPAs.[26]

Biodiesel

Biodiesel is a renewable alternative fuel that can be manufactured from vegetable oils, animal fats, or recycled restaurant greases. Biodiesel is biodegradable and cleaner-burning than petroleum-based diesel fuel. Biodiesel can generally run in any diesel engine without alterations but fueling stations have been slow to make it available. There are currently 21 biodiesel refueling stations in California, none of which are located in the Harbor LA CPAs.[27]

Electric Vehicles

Electricity can be used to power both electric and plug-in hybrid electric vehicles directly from the power grid. Electricity used to power vehicles is generally provided by the electricity grid and stored in the vehicle's batteries. Fuel cells are being explored as a way to use electricity generated onboard the vehicle to power electric motors. There are at least 20 public electrical charging stations in the Harbor LA CPAs.[28]

4.5.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Energy at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Energy Policy Conservation Act (EPCA) and CAFE Standards
- Phase 1 and 2 Heavy-Duty Vehicle GHG Standards
- Public Utility Regulatory Policies Act of 1978 (PURPA), Public Law 95-617
- National Energy Policy Act of 1992 (EPACT92)
- Energy Policy Act of 2005
- Clean Air Act
- Energy Independence and Security Act of 2007
- Clean Cities Program
- Warren-Alquist Act

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26 U.S. Department of Energy, "Alternative Fueling Station Locator," available online at: https://afdc.energy.gov/stations/#/find/nearest, accessed August 19, 2022.

27 U.S. Department of Energy, "Station Counts by State and Fuel Type," available online at: https://afdc.energy.gov/stations/states, accessed August 19, 2022.

28 U.S. Department of Energy, "Alternative Fueling Station Locator," Available online at: https://afdc.energy.gov/stations/#/find/nearest, accessed August 19, 2022.

- California Energy Plan
- Assembly Bill 32 (California Global Warming Solutions Act of 2006) and Senate Bill 32
- Assembly Bill 2076: Reducing Dependence on Petroleum
- Integrated Energy Policy Report (IEPR)
- Renewable Portfolio Standards (SB 1078, SB 107, SB X 1-2, SB 100, SB 350)
- Assembly Bill 1493: Reduction of Greenhouse Gas Emissions
- Energy Action Plan
- Assembly Bill 1007: State Alternative Fuel Plans
- Bioenergy Action Plan, Executive Order S-06-06
- Title 24, California Code of Regulations
- California Green Building Standards Code (2016), California Code of Regulations Title 24, Part 11
- Western Electricity Coordinating Council and the North American Electric Reliability Council
- Executive Order S-1-07 (California Low Carbon Fuel Standard)
- California Air Resources Board
- Sustainable Communities Strategy (SB 375)
- Assembly Bill 758
- Senate Bill 1389
- California Environmental Quality Act
- SCAG Regional Transportation Plan/Sustainable Communities Strategy
- Air Quality Management Plan
- City of Los Angeles Air Quality Element
- City of Los Angeles Safety Element
- City of Los Angeles Green Building Code
- Los Angeles 2016 Final Power Integrated Resource Plan
- Green LA: An Action Plan to Lead the Nation in Fighting Global Warming
- Los Angeles Green New Deal (Sustainable City pLAn)
- Existing Buildings Energy & Water Efficiency Program Ordinance
- City of Los Angeles Solid Waste Programs and Ordinances

Federal

Energy Policy Conservation Act (EPCA) and CAFE Standards. The EPCA of 1975 established nation-wide fuel economy standards in order to conserve oil. Pursuant to this Act, the National Highway Traffic Safety Administration (NHTSA), part of the U.S. Department of Transportation (USDOT), is responsible for revising existing fuel economy standards and establishing new vehicle fuel economy standards.

The Corporate Average Fuel Economy (CAFE) program was established to determine vehicle manufacturing compliance with the government's fuel economy standards. Compliance with CAFE standards are determined based on each manufacturer's average fuel economy for the proportion of their vehicles produced for sale in the United States.

First established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (U.S. EPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy.[29] When these standards are raised, automakers respond by creating a more fuel efficient fleet. The NHTSA sets standards to increase CAFE levels rapidly over the next several years, which will improve the nation's energy security and save consumer's money at the gas pump, while also reducing greenhouse gas (GHG) emissions. In 2012, the NHTSA established final passenger car and light truck CAFE standards for model years 2017 through 2021, which the agency projects will require in model year 2021, on average, a combined fleet-wide fuel economy of 40.3 to 41.0 miles per gallons (mpg). In March 2020, the U.S. Department of Transportation (USDOT) and the U.S. EPA issued the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amends existing CAFÉ standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026.[30]

Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by U.S. EPA and NHTSA. The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018, and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.[31] U.S. EPA and NHTSA have also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021

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29 Federal Register, 49 U.S.C. 32902, Average Fuel Economy Standards.

30 Federal Register, Vol. 85, No. 84, Thursday, April 30, 2020, Rules and Regulations: United States Environmental Protection Agency 40 CFR Parts 86 and 600 and United States Department of Transportation, National Highway Traffic Safety Administration, 49 CFR Parts 523, 531, 533, 536, and 537, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks, Final Rule, Effective June 29, 2020.

31 United States Environmental Protection Agency, Office of Transportation and Air Quality, "Regulatory Announcement: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles," APE-420-F-11-031, August 2011.

through 2027and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.[32]

Phase 1 and 2 Heavy-Duty Vehicle GHG Standards. Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by U.S. EPA and the National Highway Traffic Safety Administration (NHTSA). The Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018, and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.3 The U.S. EPA and NHTSA have also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.[33]

Public Utility Regulatory Policies Act of 1978 (PURPA), Public Law 95-617. PURPA sought to promote conservation of electric energy. Additionally, PURPA created a new class of nonutility generators (small power producers) from which, along with qualified co-generators, utilities are required to buy power.

PURPA was in part intended to augment electric utility generation with more efficiently produced electricity and to provide equitable rates to electric consumers. Utility companies are required to buy all electricity from qualifying facilities (Qfs) at avoided cost (i.e., the incremental savings associated with not having to produce additional units of electricity). PURPA expanded participation of nonutility generators in the electricity market and demonstrated that electricity from nonutility generators could successfully be integrated with a utility's own supply. In addition, PURPA requires utilities to buy whatever power is produced by Qfs (usually cogeneration or renewable energy). The Fuel Use Act (FUA) of 1978 (repealed in 1987) also helped Qfs become established. Under FUA, utilities were not allowed to use natural gas to fuel new generating technologies, but Qfs, by definition not utilities, were able to take advantage of abundant natural gas and abundant new technologies (such as combined-cycle). The technologies lowered the financial threshold for entrance into the electricity generation business as well as shortened the lead time for constructing new plants.

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32 Federal Register, Vol. 81, No. 206, Tuesday, October 25, 2016, Rules and Regulations, United States Environmental Protection Agency, 40 CFR Parts 9, 22, 85, 86, 600, 1033, 1036, 1037, 1039, 1042, 1043, 1065, 1066, and 1068, and Department of Transportation, National Highway Traffic Safety Administration, 49 CFR Parts 523, 534, 535, and 538, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2, Effective December 27, *2016.*

33 Federal Register, Vol. 81, No. 206, Tuesday, October 25, 2016, Rules and Regulations, United States Environmental Protection Agency, 40 CFR Parts 9, 22, 85, 86, 600, 1033, 1036, 1037, 1039, 1042, 1043, 1065, 1066, and 1068, and Department of Transportation, National Highway Traffic Safety Administration, 49 CFR Parts 523, 534, 535, and 538, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2, Effective December 27, 2016.

National Energy Policy Act of 1992 (EPACT92). EPACT92 calls for programs that promote efficiency and the use of alternative fuels. EPACT92 requires certain federal, state, and local government and private fleets to purchase a percentage of light duty alternative fuel vehicles (AFV) capable of running on alternative fuels each year. In addition, EPACT92 has financial incentives. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. The Act also requires states to consider a variety of incentive programs to help promote AFVs.

Energy Policy Act of 2005. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Clean Air Act. Clean Air Act (CAA). CAA Section 211(o), as amended by the Energy Policy Act of 2005, requires the Administrator of the U.S. EPA to annually determine a renewable fuel standard (RFS) which is applicable to refineries, importers, and certain blenders of gasoline, and to publish the standard in the Federal Register by November 30 each year. On the basis of this standard, each obligated party determines the volume of renewable fuel that it must ensure is consumed as motor vehicle fuel. This standard is calculated as a percentage, by dividing the amount of renewable fuel that the Act requires to be blended into gasoline for a given year by the amount of gasoline expected to be used during that year, including certain adjustments specified by the CAA.

Energy Independence and Security Act of 2007. EISA is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It expands the production of renewable fuels, reducing dependence on oil, and confronting global climate change. Specifically, it:

- Increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels; and

- Reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020, an increase in fuel economy standards of 40 percent.

Clean Cities Program. The U.S. Department of Energy's (DOE) Clean Cities Program promotes voluntary, locally based government/industry partnerships for the purpose of expanding the use of alternatives to gasoline and diesel fuel by accelerating the deployment of AFVs and building local AFV refueling infrastructure. The mission of the Clean Cities Program is to advance the nation's economic, environmental and energy security by supporting local decisions to adopt practices that contribute to the reduction of petroleum consumption. The Clean Cities Program carries out this mission through a network of more than

80 volunteer coalitions, which develop public/private partnerships to promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction.

State

Warren-Alquist Act. The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the California Energy Commission (CEC). The Act established a state policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The California Public Utilities Commission (CPUC) regulates privately-owned utilities in the energy, rail, telecommunications, and water fields. Both CEC and CPUC have jurisdiction over Investor Owned Utilities (IOUs) in California, while the CEC is the primary energy policy and planning agency and CPUC is the primary regulatory agency.

California Energy Plan. CEC is responsible for preparing the California Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current (2008) California Energy Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs; and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

Assembly Bill 2076: Reducing Dependence on Petroleum. Pursuant to Assembly Bill (AB) 2076 (Chapter 939, Statues of 2000), CEC and the California Air Resources Board (CARB) prepared and adopted in 2003 a joint agency report, *Reducing California's Petroleum Dependence*. This report includes recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT. Further, in response to the CEC's 2003 and 2005 *Integrated Energy Policy Reports*, the governor directed CEC to take the lead in developing a long-term plan to increase alternative fuel use. A performance-based goal of AB 2076 was to reduce petroleum demand to 15 percent below 2003 demand.

Integrated Energy Policy Report (IEPR). Senate Bill (SB) 1389 (Chapter 568, Statutes of 2002) required CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The CEC shall use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety.

CEC adopts an IEPR every two years and an update to the previous IEPR every year between. The 2016 IEPR provides a summary of priority energy issues currently facing the state and outlines strategies and recommendations to further the State's goal of ensuring reliable, affordable, and environmentally responsible energy sources. Energy topics covered in the IEPR include electricity resource and supply plans; electricity and natural gas demand forecasts; natural gas outlooks; transportation energy demand forecasts; energy efficiency savings; integrated resource planning; a barriers study; climate adaptation and resilience; renewable gas; southern California energy reliability; distributed energy resources; strategic transmission investment plans; and existing power plan reliability issues.

Renewable Portfolio Standards (SB 1078, SB 107, SB X 1-2, SB 100, SB 350). Established in 2002 under Senate Bill (SB) 1078, and accelerated in 2006 under SB 107, in 2011 under SB X 1-2, in 2015 under SB 350, and most recently in September 2018 under SB 100, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 40 percent by 2024, 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045. The 33 percent standard is consistent with the RPS goal established in the Scoping Plan. Initially, the RPS provisions applied to investor-owned utilities, community choice aggregators, and electric service providers. SB X 1-2 (2011) added, for the first time, publicly owned utilities to the entities subject to RPS.

Assembly Bill 32 (California Global Warming Solutions Act of 2006) and Senate Bill 32. Assembly Bill (AB) 32 (Health and Safety Code Sections 38500–38599), also known as the California Global Warming Solutions Act of 2006, commits the state to achieving year 1990 greenhouse gas (GHG) levels by 2020. To achieve these goals, AB 32 tasked the CPUC and CEC with providing information, analysis, and recommendations to CARB regarding ways to reduce GHG emissions in the electricity and natural gas utility sectors.

SB 32, signed September 8, 2016, updates AB 32 (the Global Warming Solutions Act) to include an emissions reductions goal for the year 2030. Specifically, SB 32 requires CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. The new plan, outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

Assembly Bill 1493: Reduction of Greenhouse Gas Emissions. AB 1493 (Chapter 200, Statutes of 2002), known as the Pavley bill, amended Health and safety Code sections 42823 and 43018.5 requiring CARB to develop and adopt regulations that achieve maximum feasible and cost-effective reduction of greenhouse gas (GHG) emissions from passenger vehicles, light-duty trucks, and other vehicles used for noncommercial personal transportation in California. Implementation of new regulations prescribed by AB

1493 required that the State of California apply for a waiver under the federal Clean Air Act. Although the U.S. EPA initially denied the waiver in 2008, the U.S. EPA approved a waiver in June 2009, and in September 2009, CARB approved amendments to its initially adopted regulations to apply the Pavley standards that reduce GHG emissions to new passenger vehicles in model years 2009 through 2016. According to CARB, implementation of the Pavley regulations is expected to reduce fuel consumption while also reducing GHG emissions.[34] In 2018, the U.S. EPA and National Highway Traffic Safety Administration (NHTSA) proposed to freeze the clean car standards at the 2020 level through model year 2026 and to revoke California's authority to impose stricter rules.[35] Negotiations between the U.S. EPA, NHTSA, California, and 19 other states recently ended in February 2019 without a resolution. Federal agencies have not yet formally adopted the proposal to freeze the clean car standards, California officials have filed suit to block the proposal.

Energy Action Plan. The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California's energy markets. The state's three major energy policy agencies (CPUC, CEC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California's electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common vision and set of strategies to address California's future energy needs and emphasize the importance of the impacts of energy policy on the California environment. In the October 2005 *Energy Action Plan II*, CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues and research and development activities. In February 2008, CEC adopted an update to the EAP II that supplements the earlier EAPs and examines the State's ongoing actions in the context of global climate change.

Assembly Bill 1007: State Alternative Fuel Plans. AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a State plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan (SAF Plan) in partnership with the CARB and in consultation with other State, federal, and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG

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34 California Air Resources Board, *California's Greenhouse Gas Vehicle Emission Standards Under Assembly Bill 1493 of 2002 (Pavley)*, available at: https://ww2.arb.ca.gov/californias-greenhouse-gas-vehicle-emission-standards-under-assembly-bill-1493-2002-pavley, accessed August 25, 2022.

35 California Air Resources Board, "California, the Trump Administration & Clean Vehicle Standards," 2018, available at: https://ww2.arb.ca.gov/carbs-comments-safe-proposal, accessed August 25, 2022.

emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Bioenergy Action Plan, Executive Order S-06-06. Executive Order (EO) S-06-06, which took effect in 2006, establishes targets for the use and production of biofuels and biopower, and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following targets to produce a minimum of 20 percent of the state's biofuels in California by 2010, 40 percent by 2020, and 75 percent by 2050. EO S-06-06 also calls for the state to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies those barriers and recommends actions to address them so that the State can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 Plan and provides a more detailed action plan to achieve the following goals:

- Increase environmentally and economically sustainable energy production from organic waste.
- Encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications.
- Create jobs and stimulate economic development, especially in rural regions of the state.
- Reduce fire danger, improve air and water quality, and reduce waste.

Title 24, California Code of Regulations. The California Code of Regulations (CCR), Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-residential Buildings. Title 24 was established in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. The standards are updated over an approximately three-year cycle to allow consideration and possible incorporation of new efficient technologies and methods. In 2016, CEC updated Title 24 standards with more stringent requirements effective January 1, 2017. All new buildings or substantial remodels for which an application for a building permit is submitted on or after January 1, 2017, must follow the 2016 standards.

Energy efficient buildings require less electricity; therefore, increasing energy efficiency reduces fossil fuel consumption and decreased GHG emissions. The CEC Impact Analysis for California's 2016 Building Energy Efficiency Standards estimates that the 2016 Standards are 28 percent more efficient than the previous 2013 standards for residential buildings and five percent more efficient for non-residential buildings. The building efficiency standards are enforced through the local plan check and building permit

process. Local agencies are required to adopt the latest Title 24 standards when they update their local building codes. They may also adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in Title 24.

California Green Building Standards Code (Title 24, Part 11). The most recent update for the California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is the 2019 CALGreen Code, which went into effect on January 1, 2020.[36] The purpose of the CALGreen Code is to encourage sustainable construction practices in planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The 2019 CALGreen Code includes mandatory measures for residential and non-residential development related to site development; water use; weather resistance and moisture management; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; and outdoor air quality.[37] The 2019 CALGreen Code improves upon the 2016 CALGreen Code by updating standards for bicycle parking, electric vehicle charging, and water efficiency and conservation.

Western Electricity Coordinating Council and the North American Electric Reliability Council. The Western Electricity Coordinating Council (WECC) is a voluntary consortium of electrical power providers that is responsible for coordinating and promoting electricity reliability from the Canadian provinces of Alberta and British Columbia in the north of its jurisdiction to the northern Mexican State of Baja California in the south of its jurisdiction, and the 14 western states.[38] The Los Angeles Department of Water and Power (LADWP) is a member of the WECC. The WECC has implemented Standard BAL-STD-002-0 to require reliable operation of the power system while ensuring adequate generating capacity at all times. As a means of ensuring power system reliability, the LADWP maintains an extra reserve margin of power generation resources in the event of a power system disturbance. In order to determine how much extra generation reserves are needed, the LADWP adheres to the WECC Reliability Standard. WECC Standard BAL-STD-002-0 requires its providers to:

- Supply requirements for load variations

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36 California Building Standards Commission, *2019 California Green Building Standards Code*, California Code of Regulations, Title 24, Part 11.

37 California Building Standards Commission, *Guide to the 2019 California Green Building Standards Code Nonresidential*, January 2017.

38 Western Electricity Coordinating Council (WECC), "About WECC," 2015, available at: https://www.wecc.org/Pages/101.aspx/, accessed August 19, 2022.

- Replace generating capacity and energy lost due to forced outages of generation or transmission equipment.
- Meet on-demand obligations.
- Replace energy lost due to curtailment of interruptible imports.

Executive Order S-1-07 (California Low Carbon Fuel Standard). The Low Carbon Fuel Standard (LCFS), established in 2007 through Executive Order S-1-07 and administered by CARB, requires producers of petroleum-based fuels to reduce the carbon intensity of their products, starting with 0.25 percent in 2011 and culminating in a 10-percent total reduction in 2020.[39] Petroleum importers, refiners and wholesalers can either develop their own low carbon fuel products, or buy LCFS credits from other California Air Resources Board companies that develop and sell low carbon alternative fuels, such as biofuels, electricity, natural gas, and hydrogen.[40]

Sustainable Communities Strategy (SB 375). The Sustainable Communities and Climate Protection Act of 2008, or SB 375, coordinates land use planning, regional transportation plans, and funding priorities to help California meet the GHG reduction mandates established in AB 32. SB 375 specifically requires each Metropolitan Planning Organization (MPO) to prepare a "sustainable communities strategy" (SCS) as part of its Regional Transportation Plan (RTP), which is required by the state and federal government, that will achieve GHG emission reduction targets set by CARB for the years 2020 and 2035 by reducing vehicle miles travelled (VMT) from light duty vehicles through the development of more compact, complete, and efficient communities. The SCS also contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets.[41] The City of Los Angeles and, thus, all projects are located within the MPO area of the Southern California Association of Governments (SCAG). SCAG's compliance with SB 375, through preparation of a Regional Transportation Plan/Sustainable Communities Strategy, is described below under the regional regulatory setting.

Assembly Bill 758. AB 758 requires the CEC to develop a comprehensive program to achieve greater energy efficiency in the state's existing buildings. As part of the requirements of AB 758, the AB 758 Action Plan was released March 2015 and provides a 10-year roadmap that would result in accelerated growth of energy efficiency markets, more effective targeting and deliver of building upgrade services, improved quality of occupant and investor decisions, and vastly improved performance of California's buildings in service of those who own and occupy them. The AB 758 Action Plan provides a comprehensive framework centered on five goals, each with an objective and a series of strategies to achieve it.

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39 California, Office of the Governor, *Executive Order S-01-07, Low Carbon Fuel Standard*, January 18, 2007.

40 California, Office of the Governor, *Executive Order S-01-07, Low Carbon Fuel Standard*, January 18, 2007.

41 California, State Bill 375, *The Sustainable Communities and Climate Protection Act of 2008*, 2008.

Senate Bill 1389. SB 1389 (Public Resources Code Sections 25300-25323) requires the development of an integrated plan for electricity, natural gas, and transportation fuels. Under the bill, the CEC must adopt and transmit to the Governor and Legislature an Integrated Energy Policy Report every two years. The most recently completed report, the 2017 Power Strategic Long-Term Resource Plan, addresses a variety of issues including greenhouse gas emissions reductions, ensuring grid reliability, increasing renewable resources, once-through-cooling, and the *California Energy Demand Forecast*.

California Environmental Quality Act. In accordance with the California Environmental Quality Act (CEQA) Appendix F, Energy Conservation, of the *State CEQA Guidelines*, and the applicable provisions of Appendix G, in order to assure that energy implications are considered in project decisions, EIRs are required to include a discussion of the potential significant energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the *State CEQA Guidelines* provides a list of energy-related topics that should be analyzed in the EIR. In addition, while not described or required as significance thresholds for determining the significant of impacts related to energy, Appendix F provides several topics that the lead agency may consider in the discussion of energy use in an EIR, where topics are applicable or relevant to the project. Refer to **Section 4.17, Utilities and Service Systems,** for a discussion of the potential impacts of the project's capacity demand on electric power, natural gas, and telecommunication services facilities.

Regional

SCAG Regional Transportation Plan/Sustainable Communities Strategy. SB 375, signed in August 2008, enhances the State's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from vehicles for 2020 and 2035. In addition, SB 375 directs each of the State's 18 major metropolitan planning organizations (MPO), including the Southern California Association of Governments (SCAG), to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On September 3, 2020, the SCAG adopted the 2020-2045 RTP/SCS, also known as Connect SoCal. Rooted in past RTP/SCS plans, Connect SoCal's "Core Vision" centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. The plans "Key Connections" augment the "Core Vision" to address challenges related to the intensification of core planning strategies and increasingly aggressive greenhouse gas reduction goals, and include but are not limited to, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life.

SCAQMD Air Quality Management Plan. As mentioned in **Section 4.2, Air Quality**, under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. The SCAQMD updates the plan every three years. Each iteration of the SCAQMD's Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. The 2016 AQMP, adopted on March 3, 2017, incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP, including the approval of the new federal 8-hour ozone standard of 0.070 ppm that was finalized in 2015. The 2016 AQMP addresses several state and federal planning requirements and incorporates new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and updated meteorological air quality models (SCAQMD 2017). This Plan builds upon the approaches taken in the 2012 AQMP for the attainment of federal PM and ozone standards and highlights the significant amount of reductions to be achieved. It emphasizes the need for interagency planning to identify additional strategies to achieve reductions within the timeframes allowed under the federal Clean Air Act, especially in the area of mobile sources. The 2016 AQMP also includes a discussion of emerging issues and opportunities, such as fugitive toxic particulate emissions, zero-emission mobile source control strategies, and the interacting dynamics among climate, energy, and air pollution. The Plan also includes attainment demonstrations of the new federal eight-hour ozone standard and vehicle miles travelled (VMT) emissions offsets, as per recent U.S. EPA requirements.

Local

City of Los Angeles Air Quality Element. The Air Quality Element of the City's *General Plan* includes a goal (Goal 5) that aims to increase energy efficiency through land use and transportation planning; the use of renewable resources and less-polluting fuels; and the implementation of conservation measures including passive methods such as site orientation and tree planting.[42] Additionally, Section 19: Resource Management (Fossil Fuels) of the Conservation Element of the *General Plan* includes Policy 1, which aims to continue to encourage energy conservation and petroleum product reuse.[43]

City of Los Angeles Safety Element. The updated Safety Element, adopted by the City Council on November 24, 2021, includes an objective and policies to address climate change.

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42 City of Los Angeles, *Air Quality Element*, 2003, available at: https://planning.lacity.org/odocument/0ff9a9b0-0adf-49b4-8e07-0c16feea70bc/Air_Quality_Element.pdf, accessed August 25, 2022.

43 City of Los Angeles, *Conservation Element*, 2001, available at: https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf, accessed August 25, 2022.

Table 4.5-6
Safety Element Goals, Policies, and Objectives

Objective 1.2	Confront the global climate emergency by setting measurable targets for carbon reduction that are consistent with the best available methods and data, center equity and environmental justice, secure fossil free jobs, and foster broader environmental sustainability and resiliency.
Policy 1.2.1	**Environmental Justice.** In keeping with the Plan for a Healthy LA, build a fair, just and prosperous city where everyone experiences the benefits of a sustainable future by correcting the long running disproportionate impact of environmental burdens faced by low income families and communities of color.
Policy 1.2.2	**Renewable Energy.** Aggressively pursue renewable energy sources, transitioning away from fossil based sources of energy and toward 100 percent renewable energy sources.
Policy 1.2.4	**Clean and Healthy Buildings.** Design, build and rebuild buildings using passive energy principals, advanced efficiency measures, and on-site renewable energy.
Policy 1.2.5	**Housing and Development.** In keeping with the Housing Element, put affordable housing within reach of every family and a roof over the head of every Angeleno by developing housing that is affordable, efficient and connected to transportation options.
Policy 1.2.6	**Mobility.** In keeping with the Mobility Plan, build a comprehensive and integrated transportation network that changes how Angelenos get around and reduces car dependency.
Policy 1.2.7	**Zero Emissions Vehicles.** In keeping with the Mobility Plan, work toward zero emissions transportation and goods movement and increases zero emissions infrastructure including charging.

Source: City of Los Angeles, Safety Element, 2021.

City of Los Angeles Green Building Code. The following types of projects are subject to the Los Angeles Green Building Code:

- All new buildings (residential and non-residential)
- All additions (residential and non-residential)
- Alterations with building valuations over $200,000 (residential and non-residential)

The Los Angeles Green Building Code is based on the 2016 CALGreen Standards. The program addresses five key areas: (1) Site: location, site planning, landscaping, storm water management, construction and demolition recycling; (2) Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation; (3) Energy & Atmosphere: energy efficiency, and clean/renewable energy; (4) Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials; and (5) Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and improved thermal comfort/control. Specifically, the Los Angeles Green Building Code requires all non-residential buildings to be constructed such that they're solar ready, while all residential buildings three stories and under must include solar photovoltaic (PV) systems. Likewise, all residential buildings greater than three stories must be solar ready.

On December 27, 2019, the Los Angeles City Council approved Ordinance No. 186,488, which amended Chapter IX of the Los Angeles Municipal Code, referred to as the Los Angeles Green Building Code, to alter certain provisions of Article 9 to reflect local administrative changes and incorporate by reference portions of the 2019 CALGreen Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) non-residential and high-rise residential buildings; and (3) additions and alterations to non-residential and high-rise residential buildings. LAMC Article 9, Division 5 includes measures for newly constructed non-residential and high-rise residential buildings. The Los Angeles Green Building Code includes some requirements that are more stringent than state requirements such as increased requirements for electric vehicle charging spaces and water efficiency.

Los Angeles 2016 Final Power Integrated Resource Plan. On January 13, 2017, LADWP adopted the 2016 Power Integrated Resource Plan (IRP), which provides a 20-year roadmap to guide LADWP in meeting future energy needs by forecasting demand for energy and determine how that demand will be met by executing new projects and replacement projects and programs. The IRP is an update of the 2015 IRP and provides the required reliability and necessary flexibility to adapt to economic, environmental, and regulatory conditions. Major changes from the 2015 IRP include Senate Bill 350, which was signed into law requiring a 50 percent renewable portfolio standard by December 31, 2030; the completion of the Maximum Distribution Renewable Energy Penetration Study (MDRPES); and a natural gas prices and renewable energy costs have been revised downwards compared to the 2014 IRP.

The 2016 IRP incorporates updates to reflect the latest load forecast, fuel price, and projected renewable price forecasts, and other numerous modeling assumptions. This IRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. The overriding purpose is to provide a framework to assure the future energy needs of LADWP customers are met in a manner that balances the following key objectives: maintaining a high level of electric service reliability; keeping energy rates competitive; and exercising environmental stewardship.

Green LA: An Action Plan to Lead the Nation in Fighting Global Warming. The City of Los Angeles adopted its climate action plan, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (Green LA), in May 2007. Green LA set the goal of reducing the City's GHG emissions to 35 percent below 1990 levels by 2030. The action plan outlines several actions in the fields of energy, water, waste, and transportation. These actions include improved transportation centered around mobility for people rather than cars, increasing recycling to 70 percent diversion, meeting all additional water use through reclaimed water, and increasing renewable energy to 35 percent by 2020. The action plan also outlines goals to help residents become "energy misers" by distributing compact fluorescent lamps (CFL's) and increasing rebates for energy efficient appliances and retrofits.

Los Angeles Green New Deal (Sustainable City pLAn). Additionally, in April 2015, the City released its first Sustainable City Plan (Sustainable City pLAn), which established a set of goals related to fourteen sectors to help transform Los Angeles by 2035. The Sustainable City pLAn is defined as a roadmap for Los Angeles that is environmentally healthy, economically prosperous, and equitable in opportunity for all. Specifically, the Sustainable City pLAn provides a vision for the City's future; pathway to short-term results that lay foundation for long-term outcomes; framework to build out policies; platform for collaboration; set of tools to manage the City; dashboard of sustainability metrics to transparently measure progress; and a pathway for engaging residents.

The Green New Deal (Sustainable City pLAn 2019) further accelerates the following goals: a 95 percent solid waste diversion rate by 2035 and a 100 percent diversion rate by 2050; a reduction of municipal solid waste generation per capita by at least 15 percent, including phasing out of single-use plastics, by 2028; the elimination of organic waste going to landfill by 2028; and increased proportion of waste products and recyclables productively reused and/or repurposed within Los Angeles County to at least 25 percent by 2025 and 50 percent by 2035.

Existing Buildings Energy & Water Efficiency Program Ordinance. The City also has an Existing Buildings Energy & Water Efficiency (EBEWE) Program Ordinance that requires owners of buildings over certain sizes to disclose their buildings' energy and water consumption.

City of Los Angeles Solid Waste Programs and Ordinances. The recycling of solid waste materials also contributes to reduced energy consumption. Specifically, when products are manufactured using recycled materials, the amount of energy that would have otherwise been consumed to extract and process virgin source materials is reduced. For example, in 2015, 3.61 million tons of aluminum were produced by recycling in the United States, saving enough energy to provide electricity to 7.5 million homes.[44] In 1989, California enacted AB 939, the California Integrated Waste Management Act which establishes a hierarchy for waste management practices such as source reduction, recycling, and environmentally safe land disposal.[45]

The City implements various programs and ordinances related to solid waste. These include: (1) the City of Los Angeles Solid Waste Management Policy Plan, adopted in 1993, which is a long-range policy plan that proposes an approach for the City to achieve a goal of 90-percent diversion by 2025; (2) the RENEW

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44 American Geosciences Institute, "How Does Recycling Save Energy?" Available online at: https://www.americangeosciences.org/critical-issues/faq/how-does-recycling-save-energy#:~:text=Extracting%20and%20processing%20raw%20resources,turn%20them%20into%20usable%20materials, accessed August 19, 2022.

45 CalRecycle, "History of California Solid Waste Law, 1985-1989," available online: https://calrecycle.ca.gov/laws/legislation/calhist/1985to1989/, accessed August 19, 2022.

LA Plan, which is a Resource Management Blueprint with the aim to achieve a zero waste goal through reducing, reusing, recycling, or converting the resources now going to disposal so as to achieve an overall diversion level of 90 percent or more by 2025; (3) the Waste Hauler Permit Program (Ordinance No. 181,519), which requires all private waste haulers collecting solid waste, including construction and demolition waste, to obtain AB 939 Compliance Permits and to transport construction and demolition waste to City certified construction and demolition processing facilities;[46] and (4) the Exclusive Franchise System Ordinance (Ordinance No. 182,986), which, among other requirements, sets maximum annual disposal levels and specific diversion requirements for franchised waste haulers in the City to promote solid waste diversion from landfills in an effort to meet the City's zero waste goals. These solid waste reduction programs and ordinances not only help to reduce the number of trips to haul solid waste, therefore reducing the amount of petroleum-based fuel, but also help to reduce the energy used to process solid waste.

City of Los Angeles Los Angeles 100% Renewable Energy Study (LA100). The Los Angeles 100% Renewable Energy Study (LA100), published in March 2021, explores possible pathways on how the City could achieve a 100 percent clean energy future by 2045. The study outlines goals, future scenarios, and implementation pathways but does not present recommendations. All LA100 scenarios include significant deployment of renewable and zero-carbon energy by 2035, accounting for 8 percent–100 percent of energy. The study describes how in the future Los Angeles would rely on technologies like wind, solar, and batteries to meet most of the City's everyday needs, and only on combustion turbines—supplied with renewable fuels— for limited periods. The study explores some of the following topics: electricity demand projection, options for local solar and storage, renewable energy investments and operations, as well as the impacts and costs for 100 percent renewable energy pathways. Results show that a 100 percent renewable electricity supply is achievable by 2045 or sooner.[47]

In addition to the executive summary, the report makes high-level findings and has 12 chapters, including specific topics such as electricity demand projections, customer-adopted rooftop solar and storage, renewable energy investments and operations, air quality and public health, environmental justice, and economic impacts and jobs.

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46 The California Integrated Waste Management Act of 1989 (AB 939), as amended, was enacted to reduce, recycle, and reuse solid waste generation in the state. AB 939 requires city and county jurisdictions to divert 50 percent of the total waste stream from landfill disposal.

47 Cochran, Jaquelin, and Paul Denholm, eds., *The Los Angeles 100% Renewable Energy Study*. Golden, CO: National Renewable Energy Laboratory, 2021, available online at: https://www.nrel.gov/docs/fy21osti/79444-ES.pdf, accessed August 19, 2022.

4.5.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G and Appendix F of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to energy if they would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.4 METHODOLOGY

Total energy consumption was calculated for existing, future (2040) without the Proposed Plans, and future (2040) with Proposed Plans conditions. Future energy use without the Proposed Plans is provided for informational purposes only and has no bearing on the impact analysis. The determination of significance is based on comparison of future conditions with the Proposed Plans to existing conditions. This forecast is not exhaustive and does not include all sources of energy consumption in the region (i.e., industrial processes, planes, ships, etc.); however, it provides a reasonable estimate of the future energy use based on the types of land uses expected with the Harbor LA CPAs.

The impact analysis for energy compares available energy supplies from LADWP and SoCal Gas at the citywide level to the estimated demand for energy of the Proposed Plans. In developing CalEEMod, CAPCOA developed energy demand factors for various land uses. CalEEMod was used to estimate energy demand for existing conditions, which was compared to estimated buildable square footages under reasonably foreseeable development under the Proposed Plans. This increase in demand is compared to the existing available energy supplies from LADWP and SoCalGas to determine if these utilities would be able to accommodate the Proposed Plans' energy demands. This analysis does not rely upon, or use, population data but rather uses reasonably anticipated development (dwelling units and square footage of non-residential land uses) by 2040.

Petroleum consumption was estimated by calculating the direct transportation fuels energy consumption of the Harbor LA CPAs using daily VMT, fleet mix, and average fleetwide fuel consumption factors. Daily VMT and associated fleet mix within the Harbor LA CPAs were obtained from the transportation analysis. Average fuel economy is forecast to continue to increase, with the most recent automotive data for 2021 at 22.8 miles per gallon for light duty vehicles.[48] Therefore, applying the average fuel economy to future year (2040) VMT provides a conservative evaluation of energy consumption as the energy use of vehicles in 2040

[48] Federal Highway Administration, *Highway Statistics 2021,* Table VM-1, 2023, available online at: https://www.fhwa.dot.gov/policyinformation/statistics/2021/vm1.cfm, accessed July 26, 2023.

is likely to be lower than current fuel use. While there are per capita VMT and GHG targets, there are no state standards established requiring future decreases in per capita energy use.

Electricity consumption was estimated by calculating the electricity consumption by land use with electricity factors derived from the California Emissions Estimator Model. Electricity factors for the existing and future conditions only account for existing energy standards, as a result, the analysis below provides a conservative estimate of the Harbor LA CPA's future electricity consumption.

4.5.5 IMPACTS

Threshold 4.5-1 **Would implementation of the Proposed Plans result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

This impact would be less than significant.

Long-term operation of development accommodated by the Harbor LA CPAs would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. In addition, the increase in vehicle trips associated with future development in the Harbor LA CPAs would increase fuel consumption. Increases in motor vehicle trips are primarily a combined function of population and employment growth. Population growth and growth in VMT would occur in the region regardless of whether the Proposed Plans are implemented. As a result, energy consumption would increase beyond the existing conditions baseline under any scenario.

Table 4.5-7, Change in Direct Transportation Energy Use Under the Proposed Plans, shows daily VMT and estimated fuel consumption translated into energy use (MMBtu) in the Harbor LA CPAs under Existing, Future (2040) with Proposed Plans, and Future (2040) without Proposed Plans (i.e., No Project) conditions. With respect to transportation energy use, as shown in **Table 4.5-7**, future total daily energy consumption under implementation of the Proposed Plans is expected to increase. The per service population annual energy consumption is anticipated to increase from 49.35 MMBtu to 61.20 MMBtu, an increase of 24 percent. However, this is likely a conservative analysis, as vehicle mile per gallon efficiency is likely to continue increasing and would further reduce transportation energy use due to updated standards such as the NHSTA CAFE standards that "require an industry-wide fleet average of approximately 49 mpg for passenger cars and light trucks in model year 2026, by increasing fuel efficiency by 8 percent annually for model years 2024 and 2025, and 10 percent annually for model year 2026".

Table 4.5-7
Change in Direct Transportation Energy Use under the Harbor LA Community Plans

Year	Daily VMT	Annual VMT	Daily Energy Use (MMBtu)	Annual Use (MMBtu)	Daily Per Capita Energy Use (MMBtu)	Daily Per Service Population Use (MMBtu)	Annual Per Capita Energy Use (MMBtu)	Annual Per Service Population Use (MMBtu)
Existing (Baseline)	2,896,001	1,057,040,365	20,008	7,302,920	0.16	0.14	59.17	49.35
Future (2040) with Proposed Plans	4,929,220	1,799,165,300	37,506	13,689,690	0.23	0.17	84.85	61.20
Future (2040) without Proposed Plans	3,609,130	1,317,332,450	27,043	9,870,695	0.20	0.16	73.82	57.92
Change from Baseline to Future (2040) with Proposed Plans	**+2,033,219**	**+742,124,935**	**+17,498**	**+6,386,770**	**+0.07**	**+0.03**	**+25.68**	**+11.85**

Notes:

Transportation energy consumption was derived from the Harbor LA Plan Area VMT, daily VMT by vehicle type provided by Cambridge (2023); average fuel economy from the Federal Highway Administration Highway Statistics Series, average fuel economy from the United States Department of Transportation – Federal Highway Administration, and energy unit data from EIA.

Source: Impact Sciences, Inc., and Federal Highway Administration. 2023. Highway Statistics 2021, Table VM-1. Available online at: https://www.fhwa.dot.gov/policyinformation/statistics/2021/vm1.cfm*, accessed May, 17, 2023.*

United Stated Energy Information Administration. Units and Calculators Explained. Available online at: https://www.eia.gov/energyexplained/units-and-calculators/, accessed May 17, 2023.

Existing per capita population used to calculate per capita use: 123,428 people.

Existing service population: 147,968 (123,428 residents and 24,540 employees)

Future With Plans per capita population used to calculate per capita use: 161,345 people.

Future With Plans service population: 223,684 (161,345 residents and 62,339 employees)

Future Without Plans per capita population used to calculate per capita use: 133,710 people.

Future Without Plans service population: 170,423 (134,066 residents and 36,357 employees)

MMBtu = Metric Million British Thermal Units; VMT = Vehicle Miles Traveled

Table 4.5-8, Change in Electricity Consumption Under the Proposed Plans, shows estimated annual electricity consumption in the Harbor LA CPAs under Existing, Future (2040) without Proposed Plans, and Future (2040) with Proposed Plans conditions. Future total annual electricity consumption under implementation of the Proposed Plans is expected to increase; furthermore, per capita electricity consumption is anticipated to increase from 3.04 to 4.50 MWh per capita and per service population electricity consumption is anticipated to increase from 2.54 to 3.24 MWh per service population. It is important to note that future energy consumption estimates only account for compliance with existing energy efficiency standards (i.e., 2019 Title 24). Additionally, the Proposed Plans will accommodate the increase in housing, population, employment, and land use sizes throughout the Harbor LA CPAs. Specifically, as compared to existing conditions, the Proposed Plans will increase the reasonably anticipated development for housing by 10,927 units, population by 37,917 residents, and employment by 37,799 jobs. Reasonably anticipated development under the Proposed Plans would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires local jurisdictions to use energy efficient appliances, weatherization techniques, and efficient cooling and heating systems to reduce energy demand stemming from new development. In addition, future development would also be required to comply with the City of Los Angeles' Green Building Code Energy Efficiency requirements. Although the analysis contained herein does not account for future improvements in energy efficiency, development accommodated by the Proposed Plans would be expected to consume less energy than existing developments as building energy standards become more stringent. As a result, the electricity consumption disclosed in **Table 4.5-8, Change in Electricity Consumption Under the Proposed Plans,** provides a conservative estimate of the Proposed Plans' electricity consumption and the increase in per capita usage is likely due to the large increases in non-residential land uses within the Harbor LA CPAs. Shifts to high energy use industries, changing demands for services, and growing demand for indoor appliances such as air conditioning could attribute to this increase as well. However, compliance with the above energy efficiency standards and the City's Green Building Code requirements would ensure that electricity consumption would not be wasteful or inefficient.

Table 4.5-8
Change in Electricity Consumption under the Harbor LA Community Plans

Year	Annual Electricity Consumption (MWh)	Proportion of Statewide Consumption	Per Capita Electricity Consumption (MWh)	Per Service Population Consumption (MWh)
Existing (Baseline)	376,105.62	0.14%	3.04	2.54
Future (2040) with Proposed Plans	725,312.83	0.26%	4.50	3.24
Future (2040) No Project	531,137.51	0.19%	3.96	3.12
Change from Baseline to Future (2040) with Proposed Plans	**+349,207.21**	**+0.14%**	**+1.46**	**+0.70**

Note: Electricity consumption calculated based on CalEEMod energy factors. The per capita consumption for electricity consumption is determined by dividing electricity consumption data from CalEEMod by the existing Harbor LA CPAs population, as detailed in Section 4.12, Population, Housing and Employment. Proportion of statewide consumption based on 2021 electrical consumption.
Total annual electricity consumption under the Future No Project and Future With Proposed Plans were calculated by land use categories and are available for review in Appendix 4.5, Energy.
Sources: Impact Sciences, Inc., and California Energy Commission. 2021 Electricity Consumption by Planning Area. Available at: http://www.ecdms.energy.ca.gov/elecbyplan.aspx, accessed May 2023.
MWh = Megawatt hours

Table 4.5-9, Change in Natural Gas Consumption Under the Harbor LA Community Plans, shows estimated annual natural gas consumption in the Harbor LA CPAs under existing (2016), future (2040) No Project, and future (2040) with Proposed Plans conditions. Future total annual natural gas consumption under implementation of the Proposed Plans is expected to increase; furthermore, per capita natural gas consumption is anticipated to increase from 9.96 to 10.98 MMBtu per capita, an increase of 1.02 MMBtu per capita, which can be attributed to an increase in demand for commercial and industrial services and goods that require the consumption of natural gas. Per service population natural gas consumption is anticipated to decrease from 8.31 to 7.31 MMBtu per service population, a decrease of one MMBtu/service population. It is important to note that future natural gas consumption estimates, included in **Table 4.5-9**, only take into account compliance with existing energy efficiency standards (i.e., 2019 Title 24). Development accommodated by the Proposed Plans would be expected to consume less energy than existing developments as energy conservation standards become more stringent, so the estimates provided here are conservative. Further, as stated above, implementation of the Proposed Plans would accommodate an increase in housing, population, employment, and land use sizes throughout the Harbor LA CPAs.

Specifically, as compared to existing conditions, the future conditions with the Proposed Plans is expected to result in an increase of 10,927 units, population by 37,917residents, and employment by 37,799 jobs.

Table 4.5-9
Change in Natural Gas Consumption under the Harbor LA Community Plans

Year	Annual Natural Gas Consumption (MMBtu)	Proportion of Statewide Consumption (percent)	Per Capita Electricity Consumption (MMBtu per capita)	Per Service Population Consumption (MMBtu per service population)
Existing (2019)	1,229,229.87	0.1%	9.96	8.31
Future (2040) with Proposed Plans	1,634,328.63	0.1%	10.13	7.31
Future (2040) No Project	1,471,546.77	0.1%	10.98	8.63
Change from Baseline to Future (2040) with Plans	**+405,098.76**	**0%**	**+0.17**	**-1.00**

Note: Natural gas consumption based on CalEEMod energy factors. The per capita consumption for natural gas is determined by dividing electricity consumption data from CalEEMod by the existing Harbor LA CPAs population, as detailed in Section 4.12, Population, Housing and Employment. The numbers reflected conservatively do not account for the reductions associated with the Los Angeles Natural Gas Ordinance 187714 (amending LAMC Section 99.02.202) and natural gas consumption would be lower than what's been estimated herein.
1 Total annual natural gas consumption and per capita annual natural gas consumption are expressed in million Btu.
Total annual electricity consumption under the Future No Project and Future With Proposed Plans were calculated by land use categories and are available for review in Appendix 4.5, Energy.
Sources: Impact Sciences, Inc., and California Energy Commission, 2021. Gas Consumption by County. Available at: https://ecdms.energy.ca.gov/gasbycounty.aspx, accessed May 2023.
Btu= British thermal units; MMBtu = Metric Million British Thermal Units
Statewide Natural Gas Consumption: 11,922.71 U.S. Million Therms (MMthm), 1 U.S. Therm = 99,976 Btu

Construction and maintenance of reasonably anticipated development from the Proposed Plans would result in short-term consumption of energy from the use of construction equipment and processes. In addition, roadway and transit construction materials, such as asphalt, concrete, surface treatments, steel, rail ballast, as well as building materials, require energy to be produced, and would likely be used in projects that involve new construction or replacement of older materials, as well as construction of future infill and transit-oriented development (TOD) projects/developments envisioned by the Proposed Plans. Construction energy demand is not calculated because precise location, lot acreage, size of buildings, and construction durations for development under the Proposed Plans is currently unknown and estimates would be speculative. However, nothing in the Proposed Plans would foreseeably increase construction energy demand. Furthermore, there is already construction happening within the Harbor LA CPAs. Zoning changes and increased zoning allowances may lead to increased levels of construction; however, construction is cyclical and increases in construction depend more on the state of the economy than changes in zoning. Moreover, CalGreen includes specific requirements related to recycling, construction materials

and energy efficiency standards, which would apply to construction of roadway and transit improvement projects in addition to future infill and TOD envisioned by the Proposed Plans and would help to minimize waste and energy consumption. All construction and maintenance accommodated by the Proposed Plans would be required to comply with relevant provisions of CalGreen.

Consistency with Energy Conservation and Renewable Energy Policies. As previously discussed, the Proposed Plans would result in decreases in per service population, natural gas consumption while electricity and transportation-related energy use in the Harbor LA CPAs would increase. Although implementation of the Proposed Plans would result in greater net energy consumption than baseline conditions, the Proposed Plans would not result in the inefficient, wasteful, or unnecessary consumption of energy if it is consistent with existing relevant energy conservation policies. The discussion below examines consistency with adopted plans and policies related to energy conservation.

The Proposed Plans are land use plans and do not include regulations related to fuel efficiency or alternative fuel vehicles. However, the Proposed Plans would increase access to transit and promote the use of active transportation modes by accommodating development and mix of land uses in close proximity to transit. Therefore, the Proposed Plans would not conflict, but would instead support the goals of these regulations. (e.g., Energy Policy and Conservation Act and CAFE Standards, EPAct, Energy Independence and Security Act of 2007, AB 1493: Reduction of Greenhouse Gas Emissions, AB 1007: State Alternative Fuels Plan). The 1975 Warren-Alquist Act established the California Energy Resource Conservation and Development Commission, now known as the California Energy Commission (CEC), and established a State policy to reduce wasteful, uneconomical and unnecessary uses of energy. The Proposed Plans would be subject to California's Energy Efficiency Standards in the California Code of Regulations, Title 24, Part 6, which requires local jurisdictions to enforce energy efficient appliances, construction materials and building systems for new development. In addition, the City of Los Angeles' Green Building Code would require new development in the Harbor LA CPAs to comply with its energy efficiency requirements.

As demonstrated in **Tables 4.5-7** through **4.5-9** above, the Proposed Plans would result in higher per capita and per service population electricity and transportation fuel use in comparison to the baseline conditions and would result in lower per capita natural gas use in comparison to baseline conditions. Typically, the addition of non-residential uses would add energy use without adding to the population proportionally within the Harbor LA CPAs. As a result, the increase in per capita electricity and natural gas use is a result of the expansion of these non-residential land uses. Further, the analysis does not account for reductions in energy uses from newer buildings that will be constructed throughout the proposed timeline and will be required to adhere to stricter energy and building codes, including compliance with the City's requirements that do not allow for new natural gas hookups, as compared to baseline conditions. Therefore, the Proposed

Plans would not result in wasteful, inefficient, or unnecessary use of energy and would not be inconsistent with applicable Warren-Alquist Act policies.

SB 1078, as accelerated by SB 350, established a renewable portfolio standard for electricity supply, and required that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 33 percent of their supply from renewable sources by 2020, 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030.[49] In addition, the 2017 Integrated Energy Policy Report (IEPR) includes a set of strategies to address California's future energy needs. Key topics covered in the report include electricity resource and supply plans; electricity and natural gas demand forecasts; natural gas outlooks; transportation energy demand forecasts; energy efficiency savings; integrated resource planning; a barriers study; climate adaptation and resilience; renewable gas; distributed energy resources; strategic transmission investment plans; and existing power plan reliability issues. The Proposed Plans would not conflict with these policies.

In addition, future development projects accommodated by the Proposed Plans are expected to promote energy efficiency as they support implementation of the SCAQMD 2016 Air Quality Management Plan transportation control measures, including transportation demand management, transportation system management, commuter and public transit; rail, bike and pedestrian programs, among others.

The Proposed Plans would be consistent with the Air Quality and Conservation Elements of the Los Angeles General Plan, which encourages the use of renewable energy, energy conservation, and energy efficiency techniques in all new building design, orientation, and construction and support of alternative transportation and fuels. As described above, the Proposed Plans include policies intended to improve the efficiency and effectiveness of the transportation system and enhancing opportunities for the use of transit and other alternative modes of transportation through the development of new pedestrian and bicycle facilities and promotion of mixed use and infill development. The Proposed Plans policies and programs include the following:

Metro's Reduced Fare Programs: The Low-Income Fare is Easy (LIFE) Program and other reduced fare programs offered by the Los Angeles County Metropolitan Transportation Authority (Metro) provide fare discounts that can be applied toward the purchase of weekly and monthly transit passes on Metro and any LIFE participating transit agencies. Eligible

[49] California Energy Commission, "Renewables Portfolio Standard – Verification and Compliance," available at: https://www.energy.ca.gov/programs-and-topics/programs/renewables-portfolio-standard/renewables-portfolio-standard, accessed May 12, 2022.

participants include low-income riders, students, seniors and persons with disabilities.

Incentives for Emissions-Reducing Uses: Develop a set of incentives for projects that result in the reduction of emissions and air pollution, such as charging stations for Electric Freight Trucks.

Alternative Fuel Vehicles: Encourage tax incentives or other financial incentives to developers to provide priority parking spaces and connections for alternative fuel vehicles (i.e., Low Emissions and Electric Vehicles) as a means of improving both air quality and economic development.

Reclaimed Land: Pursue conversions of former Community Redevelopment Agency of the City of Los Angeles (CRA/LA) owned and surplus City-owned property, abandoned rail lines, and other underutilized easements in Harbor Gateway for community uses incorporating bike and pedestrian paths, greenways, community gardens or park space.

In summary, the Proposed Plans would not result in wasteful or inefficient energy consumption and are consistent with applicable policies regarding energy conservation and renewable energy. Therefore, the Proposed Plans would have a ***less than significant*** impact with respect to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Impact 4.5-2 **Would implementation of the Proposed Plans result in a conflict with or obstruct a state or local plan for renewable energy or energy efficiency.**

This impact would be less than significant.

As discussed under **Impact 4.5-1**, inconsistencies between the Proposed Plans and adopted plans and policies related to decreasing reliance on fossil fuels and increasing reliance on renewable energy sources have not been identified. SB 1078, as accelerated most recently by SB 100, established an RPS for electricity supply, and requires that retail sellers of electricity, including investor-owned utilities and community choice aggregators, provide 33 percent of their supply from renewable sources by 2020, 60 percent by 2030, and 100 percent by 2045. To meet this state requirement, as well as the local desire to achieve 100 percent renewable energy, the LADWP's 2016 IRP expresses plans to increase the LADWP's RPS to 55 percent by 2030 and to 65 percent by 2036 along with the sale of LADWP's 21 percent share in the coal-fired Navajo Generation Station. Many of these strategies are aimed at reducing greenhouse gas emissions, but also result in improved energy efficiency and an increased integration of renewable energy sources. The Proposed Plans would not conflict with these policies or objectives.

The Proposed Plans would also be consistent with the City of Los Angeles General Plan Air Quality and Conservation Elements, which encourages the use of renewable energy, energy conservation, and energy efficiency techniques in all new building design, orientation, and construction and support of alternative transportation and fuels. As described under **Impact 4.5-1**, the Proposed Plans include policies intended to improve the efficiency and effectiveness of the transportation system and provide options for alternative transportation.

In summary, the Proposed Plans would not result in an increased reliance on fossil fuels and a decreased reliance on renewable energy sources and is consistent with applicable policies regarding energy conservation and renewable energy. Therefore, the Proposed Plans' impact with respect to conflicting with a state or local plan for renewable energy or energy efficiency would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.5.6 CUMULATIVE IMPACTS

Energy Consumption

Locally, energy resources are provided by various oil companies, LAWDP, and SoCal Gas, but the issue of energy is global in nature and the state as well as regional and local governments have adopted policies aimed at energy conservation. The service areas for energy providers are varied, with LADWP primarily serving the City, SoCal Gas serving a 23,000 square mile region covering much of central and southern California, and oil companies serving customers all over the world. No single geographic scope can address the full extent of issues related to energy resources, so the cumulative analysis contained herein considers energy demand in the City of Los Angeles and the southern California region served by SoCal Gas in the context of statewide energy demand and state mandates related to energy conservation.

As discussed above, cumulative development in Los Angeles and throughout southern California would continue to increase energy use to meet the City's and region's growing population; however, implementation of future community plans is expected to generally improve the efficiency of energy use in the City, while adherence to existing state regulations such as CalGreen and the Low Carbon Fuel Standard would ensure the incorporation of energy efficient measures in the design and operation of future developments throughout the region. Thus, cumulative impacts related to energy use arising from cumulative development in Los Angeles and throughout the region would be less than significant.

As discussed under **Impact 4.5-1**, implementation of the Proposed Plans would not directly reduce energy use in the Harbor LA CPAs on a per service population basis for transportation. However, the Proposed Plans would be consistent with the City of Los Angeles General Plan Air Quality and Conservation Elements, which encourages the use of renewable energy, energy conservation, and energy efficiency techniques in all new building design, orientation, and construction and support of alternative transportation and fuels and it would not contribute to a cumulative impact related to the wasteful, unnecessary, or inefficient use of energy. Furthermore, development emphasis on compact land use and growth patterns that facilitate transit and non-motorized transportation are anticipated to result in less energy consumption. SCAG's 2020 Connect SoCal RTP/SCS was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system as well as reduce energy use and associated GHG emissions within the region. The Proposed Plans would accommodate concentrated, mixed-use development adjacent to transit corridors in order to conserve resources, protect existing residential neighborhoods, and reduce energy use through the increase in active transportation and use of transit. Another goal of the RTP/SCS is to actively encourage and create incentives for energy efficiency, where possible. When new development occurs, new buildings would be constructed as CALGreen compliant buildings, which are more energy efficient than any existing

buildings that might be replaced. While implementation of the Proposed Plans would result in increased demand for energy and natural gas, the impact on the City's and region's energy resources would be less than significant. The Proposed Plans would support energy efficient practices and would not result in wasteful or inefficient use of energy and would not be cumulatively considerable.

Renewable Energy / Energy Efficiency Plan Consistency

As discussed above, cumulative development in the City of Los Angeles and throughout southern California would continue to increase energy use to meet the City's and region's growing population; however, implementation of the Proposed Plans, as well as other future land use plans in the City, is expected to generally improve the efficiency of energy use in the City, while adherence to existing state regulations, such as the California's Energy Efficiency Standards, CalGreen, and the Low Carbon Fuel Standard, would ensure the incorporation of energy efficient measures in the design and operation of future developments throughout the region. The Proposed Plans would also be consistent with the SCAQMD 2016 Air Quality Management Plan and the City of Los Angeles General Plan Air Quality and Conservation Elements. These plans promote and encourage energy efficiency, thus, impacts related to consistency with renewable energy or energy efficiency plans would be less than significant and would not be cumulatively considerable.

Based on the above, the incremental effect of the Proposed Plans on energy resources would not be cumulative considerable and cumulative impacts would be less than significant.

4.5.7 REFERENCES

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4.6 GEOLOGY AND SOILS

INTRODUCTION

This section analyzes the potential environmental effects on geology and soils within the Harbor Gateway Community Plan Area and the Wilmington-Harbor City Community Plan Area, collectively identified as the Harbor LA Community Plans Areas (CPAs), from implementation of the Proposed Plans. Topics addressed include suitability of soil for development, seismicity, faults, ground shaking, liquefaction, and landslides. This section was prepared using documents and maps published by the California Department of Conservation (DOC), California Geological Survey (CGS), City of Los Angeles, and other applicable sources.

4.6.1 EXISTING ENVIRONMENTAL SETTING

Regional Setting

The Harbor LA CPAs are located in the Los Angeles Basin, underlain by unconsolidated alluvial sediments. These materials were deposited by the meandering rivers and streams that make up the Los Angeles River watershed. There are eight major tributaries to the Los Angeles River as it flows from its headwaters to the Pacific Ocean. The major tributaries include Burbank Western Channel, Pacoima Wash, Tujunga Wash, and Verdugo Wash in the San Fernando Valley; and the Arroyo Seco, Compton Creek, and Rio Hondo south of the Glendale Narrows.

The Harbor LA CPAs are located in the Peninsular Ranges Geomorphic Province. The Los Angeles Basin is bounded to the east and southeast by the Santa Ana Mountains and San Joaquin Hills, and to the northwest by the Santa Monica Mountains. The Peninsular ranges are characterized by northwest-trending blocks of mountain ridges and sediment floored valleys. The dominant geologic structure features are northwest trending fault zones that either die out to the northwest or terminate at east-trending faults that form the southern margin of the Transverse Ranges. Over 22 million years ago, the Los Angeles Basin was a deep marine basin formed by tectonic forces between the North American and Pacific plates. Since that time, over five miles of marine and non-marine sedimentary rock, as well as intrusive and extrusive igneous rocks have filled the basin. During the last two million years, defined by the Pleistocene and Holocene epochs, the Los Angeles Basin and surrounding mountain ranges have been uplifted to form the present-day landscape. Erosion of the surrounding mountains has resulted in deposition of unconsolidated sediments in low-lying areas by rivers such as the Los Angeles River.

Local Setting

The Harbor LA CPAs are located within a highly urbanized setting, which both contains and is surrounded by developed areas. Land uses include residential, commercial, and industrial. The Harbor LA CPAs are relatively flat and highly urbanized, lacking major geologic or topographic features such as hilltops, ridges, hillslopes, canyons, ravines, outcrops, and water bodies aside from the Los Angeles Harbor. The only portion of the Harbor LA CPAs that is designated as "Hillside" by the zoning ordinance is the southwest portion of the Wilmington–Harbor City CPA, generally along Palos Verdes Drive, south of Anaheim Street, and west of the I-110 freeway.[1]

The Harbor LA CPAs are located in the Harbor Geologic Subregion.[2] This subregion is underlain by younger and older surficial deposits.[3] Younger deposits are unconsolidated silt, clay, sand, and gravel alluvium; these make up the deposits in the harbor and drainages entering from the Dominguez Channel on the northeast, and along Western Avenue and Harbor Freeway (I-110) south of Pacific Coast Highway (SR-1).[4]

Faulting and Seismicity

A fault is a fracture or line of weakness in the earth's crust, along which rocks on one side of the fault are offset relative to the same rocks on the other side of the fault. Based on criteria established by the California Geologic Survey, faults may be categorized as active, potentially active, or inactive. Active faults are those that show evidence of surface displacement within the last 11,000 years (Holocene age). Potentially active faults are those that show evidence of surface displacement within the last 1.6 million years (Quaternary age). Faults showing no evidence of surface displacement within the last 1.6 million years may be considered inactive in most cases.

Many active earthquake fault zones are mapped in the Los Angeles area. A number of earthquake faults are visible and aboveground, such as the San Andreas Fault. However, earthquakes along unmapped

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1 City of Los Angeles, GeoHub, *Hillside Ordinance*, available online at: https://geohub.lacity.org/datasets/hillside-ordinance/explore?location=33.806003%2C-118.219955%2C10.93, accessed September 15, 2022.

2 City of Los Angeles, *General Plan Framework Element FEIR*, Section 2.17, Geologic/Seismic Conditions, available at: https://planning.lacity.org/odocument/a20d591e-d01b-4b09-a7fb-61f9657f1042/GPF_FEIR_DEIR2.17_p1-35.pdf, accessed September 15, 2022.

3 City of Los Angeles, *General Plan Framework Element FEIR*, Section 2.17, Geologic/Seismic Conditions, available at: https://planning.lacity.org/odocument/a20d591e-d01b-4b09-a7fb-61f9657f1042/GPF_FEIR_DEIR2.17_p1-35.pdf, accessed September 15, 2022.

4 City of Los Angeles, *General Plan Framework Element FEIR*, Section 2.17, Geologic/Seismic Conditions, available at: https://planning.lacity.org/odocument/a20d591e-d01b-4b09-a7fb-61f9657f1042/GPF_FEIR_DEIR2.17_p1-35.pdf, accessed September 15, 2022.

faults, such as the blind thrust fault associated with the Northridge earthquake, are increasingly becoming the focus of study and concern. These faults may dominate the geology of the Los Angeles Basin in a way not previously known. **Table 4.6-1, Major Named Faults in Southern California,** provides a summary of the major active faults in the Los Angeles region, and **Figure 4.6-1, Faults Located Near or Within the Harbor LA CPAs,** identifies the faults in the Southern California region and within the Harbor LA CPAs regional vicinity.

As shown in **Figure 4.6-1**, an unnamed fault that is part of the Newport-Inglewood-Rose Canyon fault zone runs through the northern portion of the Harbor Gateway CPA. This unnamed fault is classified as active, as it has shown evidence of surface displacement within the last 11,000 years (Holocene age).[5] The Avalon Compton Fault, another active fault, is further east outside the boundaries of the Harbor Gateway CPA.

The Palos Verdes Fault includes areas classified as potentially active and active near the southwestern portion of the Wilmington–Harbor City CPA. The section of the fault which traverses through the Wilmington-Harbor City CPA boundary is classified as potentially active.[6] Two Pre-Quaternary faults are also located within the eastern portion of the Wilmington–Harbor City CPA. However, these faults have not experienced movement within the past 1.6 million years and are considered inactive.[7]

The unnamed fault running through the northern portion of the Harbor Gateway CPA is also identified as an Alquist Priolo Earthquake Fault Zone. Other faults associated with an Alquist Priolo Earthquake Fault Zone are the Avalon Compton Fault, less than 0.5 mile to the east of the Harbor Gateway CPA and the Cherry Hill Fault located approximately 4.0 miles to the northeast of the Wilmington–Harbor City CPA.[8]

Recent Seismic Activity

Seismic events present the most widespread threat of devastation to life and property in the southern California region. With an earthquake, there is no containment of potential damage. Since 1800, there have been approximately 60 damaging seismic events, or earthquakes, in the Los Angeles region. Since 1933, there have been four moderate-size earthquakes, which have caused numerous deaths and substantial property damage in the metropolitan Los Angeles area. These four events are identified by their location

5 California Department of Conservation, "Fault Activity Map of California" available at: https://maps.conservation.ca.gov/cgs/fam/, accessed September 15, 2022.

6 California Department of Conservation, "Fault Activity Map of California," available at: https://maps.conservation.ca.gov/cgs/fam/, accessed September 15, 2022.

7 California Department of Conservation, "Fault Activity Map of California," available at: https://maps.conservation.ca.gov/cgs/fam/, accessed September 15, 2022.

8 California Department of Conservation, "Earthquake Zones of Required Investigation," available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed September 15, 2022.

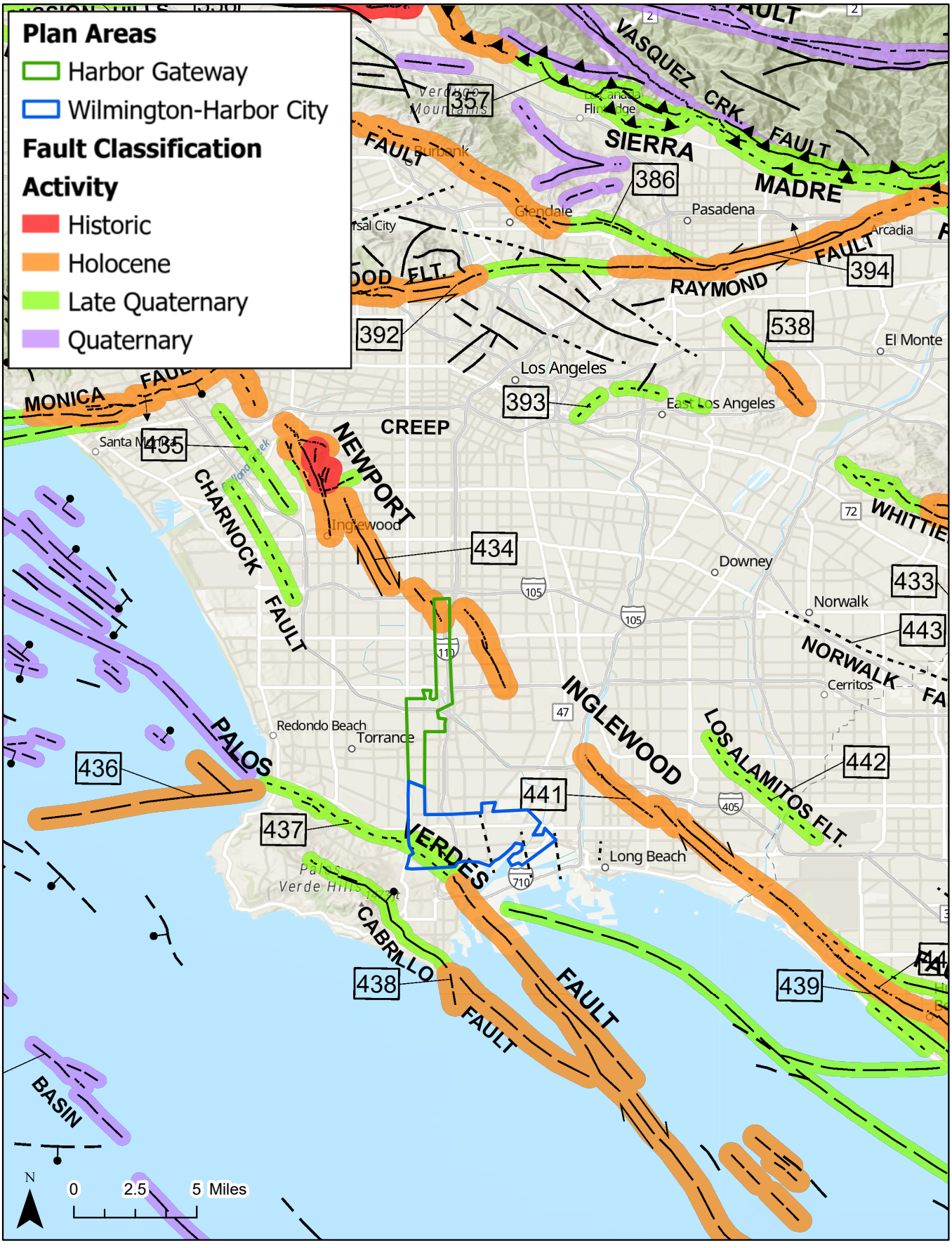
as follows: Long Beach (March 11, 1933; magnitude 6.3), San Fernando (February 9, 1971; magnitude 6.4), Whittier Narrows (October 1, 1987; magnitude 5.9), and Northridge (January 17, 1994; magnitude 6.7) earthquakes. The Northridge earthquake, the most recent of these seismic episodes, occurred January 17, 1994, with a magnitude of 6.7 which produced strong ground motions over an extensive area. The earthquake occurred on a previously unrecognized blind thrust fault, and no surface rupture that can be unequivocally associated with the main shock has been identified. Analysis by the United States Geologic Survey (USGS) and Caltech indicates that the earthquake rupture initiated about 11 miles below the San Fernando Valley.[9]

Table 4.6-1
Major Named Faults in Southern California

Fault	Maximum Magnitude	Slip Rate (mm/yr)	Type of Fault	Most Recent Seismic Event
Cabrillo	6.0 - 6.8	Uncertain	Right normal	Holocene
Cucamonga	6.0 - 7.0	5.0 - 14.0	Thrust	Holocene
Elsinore (Glen Ivy Segment)	6.5 - 7.5	4.0	Right lateral strike-slip	1910
Hollywood	5.8 - 6.5	0.33 - 0.75	Left reverse	Holocene
Los Alamitos Thrust	Uncertain	Uncertain	Thrust	Uncertain
Malibu Coast	Uncertain	0.3	Reverse	Holocene
Northridge Thrust (Pico Thrust)	6.5 - 7.5	3.5 - 6.0	Thrust	1994
Newport-Inglewood – Rose Canyon	6.0 - 7.2	0.8 – 2.1	Right lateral	Holocene
Oak Ridge	6.5 - 7.5	3.5 - 6.0	Thrust	Holocene
Palos Verdes	6.0 - 7.0	0.1 - 3.0	Right reverse	Holocene
Raymond	6.0 - 7.0	0.10 - 0.22	Left lateral	Holocene
San Andreas (Southern Segment)	6.8 - 8.0	20.0 - 35.0	Right lateral strike-slip	1857
San Cayetano	6.5 - 7.3	1.3 - 9.0	Thrust	Uncertain
San Fernando	6.0 - 6.8	5.0	Thrust	1971
San Gabriel	Uncertain	1.0 - 5.0	Right-lateral strike-slip	Late Quaternary
San Jacinto (San Bernardino Segment)	6.5 - 7.5	7.0 - 17.0	Right lateral strike-slip	1968
Santa Monica	6.0 - 7.0	0.27 - 0.39	Left reverse	Late Quaternary
Sierra Madre	6.0 - 7.0	0.36 - 4.0	Reverse	Holocene
Simi (also known as Santa Rosa)	Uncertain	Uncertain	Reverse	Holocene
Verdugo	6.0 - 6.8	0.5	Reverse	Holocene
Whittier	6.0 - 7.2	2.5 - 3.0	Right lateral strike-slip	1987

Source: Southern California Earthquake Data Center, https://scedc.caltech.edu/earthquake/faults.html, accessed September 15, 2022.

9 U.S. Geological Survey, "Earthquake Hazards Program," available online at: https://earthquake.usgs.gov/earthquakes/eventpage/ci3144585/executive, accessed September 15, 2022.



SOURCE: California Department of Conservation, 2022; Esri, 2022

FIGURE **4.6-1**

Faults Located Near or Within the Harbor LA CPAs

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Seismic and Soil Hazards

As the entire Southern California area is considered a seismically active region, the Harbor LA CPAs may be exposed to strong ground shaking during a seismic event. General issues of concern relating to earthquakes include fault rupture, strong ground shaking, liquefaction, and landslides.

Soil hazards include erosion, shrink/swell potential (expansive soils), landslides, and subsidence, as described below. Most of the City is urbanized and most of the land surface is covered with structures and pavement, which limits the extent of exposed surface soils. As shown in **Figure 4.6-2, Soil Types within the Harbor LA CPAs**, alluvium underlies the majority of urban land in the Harbor LA CPAs.[10] The soil types in the Harbor LA CPAs consist of Urban Land-Typic Xerorthents, Terraced-Windfetch Complex, Urban Land–Windfetch–Typic Haploxerolls Complex, Urban Land-Typic Xerorthents, and Coarse Substratum-Typic Haploxeralfs Complex.[11] Most of these areas have slopes of between 0 and 5 percent.

Surface Rupture. Surface ruptures represent the breakage of ground along the surface trace of a fault, which is caused by the intersection of the fault surface area ruptured in an earthquake with the Earth's surface. Fault displacement occurs when material on one side of a fault moves relative to the material on the other side of the fault. This can have particularly adverse consequences when buildings are located within the rupture zone. It is not feasible from a structural or economic perspective to design and build structures that can accommodate rapid displacement involved with surface rupture. Amounts of surface displacement can range from a few inches to tens of feet during a rupture event.

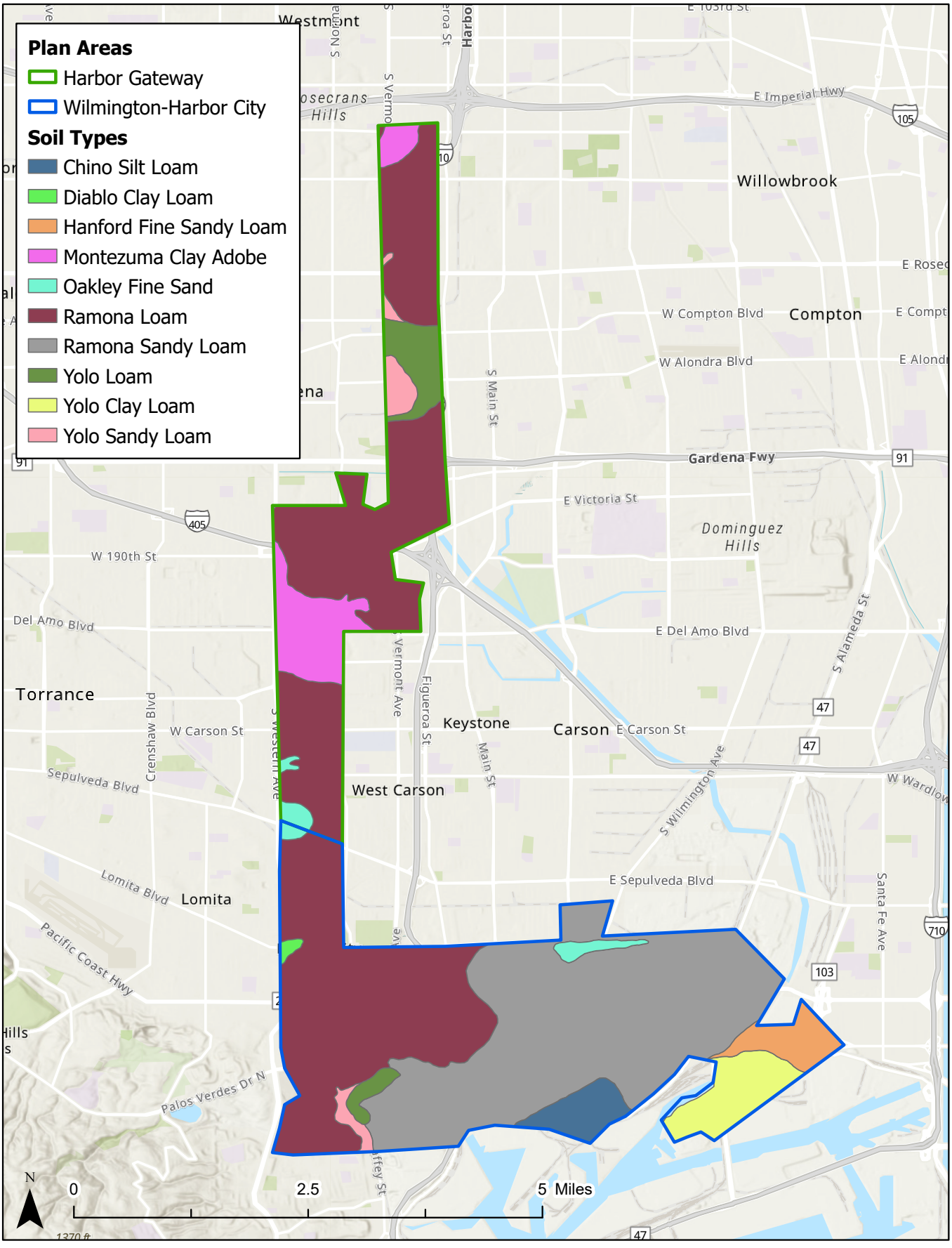
The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults to mitigate the hazard of surface fault rupture. Essentially, this Act prohibits the location of most structures for human occupancy across the trace of active faults and establishes Earthquake Fault Zones and requires geologic/seismic studies of all proposed developments within a delineated zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. An unnamed fault located in the northern portion of the Harbor LA CPAs is identified as an Alquist-Priolo fault.[12]

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10 City of Los Angeles, *General Plan Framework Element FEIR*, Section 2.17, Geologic/Seismic Conditions, available at: https://planning.lacity.org/odocument/a20d591e-d01b-4b09-a7fb-61f9657f1042/GPF_FEIR_DEIR2.17_p1-35.pdf, accessed September 15, 2022.

11 U.S. Department of Agriculture, "Natural Resources Conservation Service: Web Soil Survey." available online at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx, accessed September 15, 2022.

12 California Department of Conservation, "Earthquake Zones of Required Investigation, "available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed September 15, 2022.



SOURCE: Los Angeles County, 2022; Esri, 2022

FIGURE **4.6-2**

Soil Types within the Harbor LA CPAs

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Seismic Ground Shaking. The principal seismic hazard occurring as a result of an earthquake produced by local faults is strong ground shaking. Seismic ground shaking is the direct result of movement along a fault. The intensity of ground shaking depends on several factors, including the magnitude of the earthquake, distance from the earthquake epicenter, and the underlying soil conditions. In general, the larger the magnitude of an earthquake and the closer a site to the epicenter of the event, the greater the effects will be. However, soil conditions can also amplify the earthquake shock waves. Generally, the shock waves remain unchanged in bedrock, but are amplified to a degree in thick alluvium, and are greatly amplified in thin alluvium. Modern, well-constructed buildings are designed to resist ground shaking through the use of shear walls and reinforcements. However, buildings in this seismically active region are susceptible to ground shaking and earthquakes.

Seismically Induced Settlement. The thick alluvial deposits which underlay the Harbor LA CPAs would be subject to differential settlement due to the intense shaking associated with seismic events. This type of hazard results primarily in damage to property when an area settles to different degrees over a relatively short distance. The actual potential for settlement is difficult to predict as the conditions under which this hazard can occur are site specific.

Liquefaction. Liquefaction involves the sudden loss of strength in saturated, cohesionless soils that are subjected to ground vibration and result in temporary transformation of the soil into a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand for any structures located on top of it. If the layer is deeper in the subsurface, it may provide a sliding surface for the material above it. The effects of liquefaction include the loss of the soil's ability to support footings and foundations, which may cause buildings and foundations to buckle. These failures have been observed in the 1971 San Fernando and the 1994 Northridge earthquakes. Liquefaction-related phenomena include subsidence and lateral spreading. Subsidence is the gradual settling or sudden sinking of land due to movement or removal of underlying earth materials. Lateral spreading can occur on relatively shallow slopes. Liquefaction of shallow layers causes a loss of shear strength, allowing the surface to move laterally across gentle slopes. Areas with lateral spreading potential would most likely be adjacent to drainages where slopes are steepest, and water may be more likely to accumulate.

Areas susceptible to liquefaction in the Harbor LA CPAs are identified in **Figure 4.6-3, Seismic and Soil Hazards within the Harbor LA CPAs**. As shown in **Figure 4.6-3**, liquefaction zones are primarily located within the southeastern portion of the Wilmington–Harbor City CPA as well as near the Ken Malloy Harbor Regional Park and up to the north around the I-110 Freeway and Sepulveda Boulevard. Small portions of the liquefaction zone also occur in the Harbor Gateway CPA from Artesia Boulevard to the area north of Carson Street. Methods exist for safely designing and constructing facilities in liquefaction-prone areas; however, they are costly. While avoidance is a better option, liquefaction areas lie within already developed

regions. Therefore, early planning recognition will allow more intelligent siting of critical facilities that must remain functional following a local earthquake.

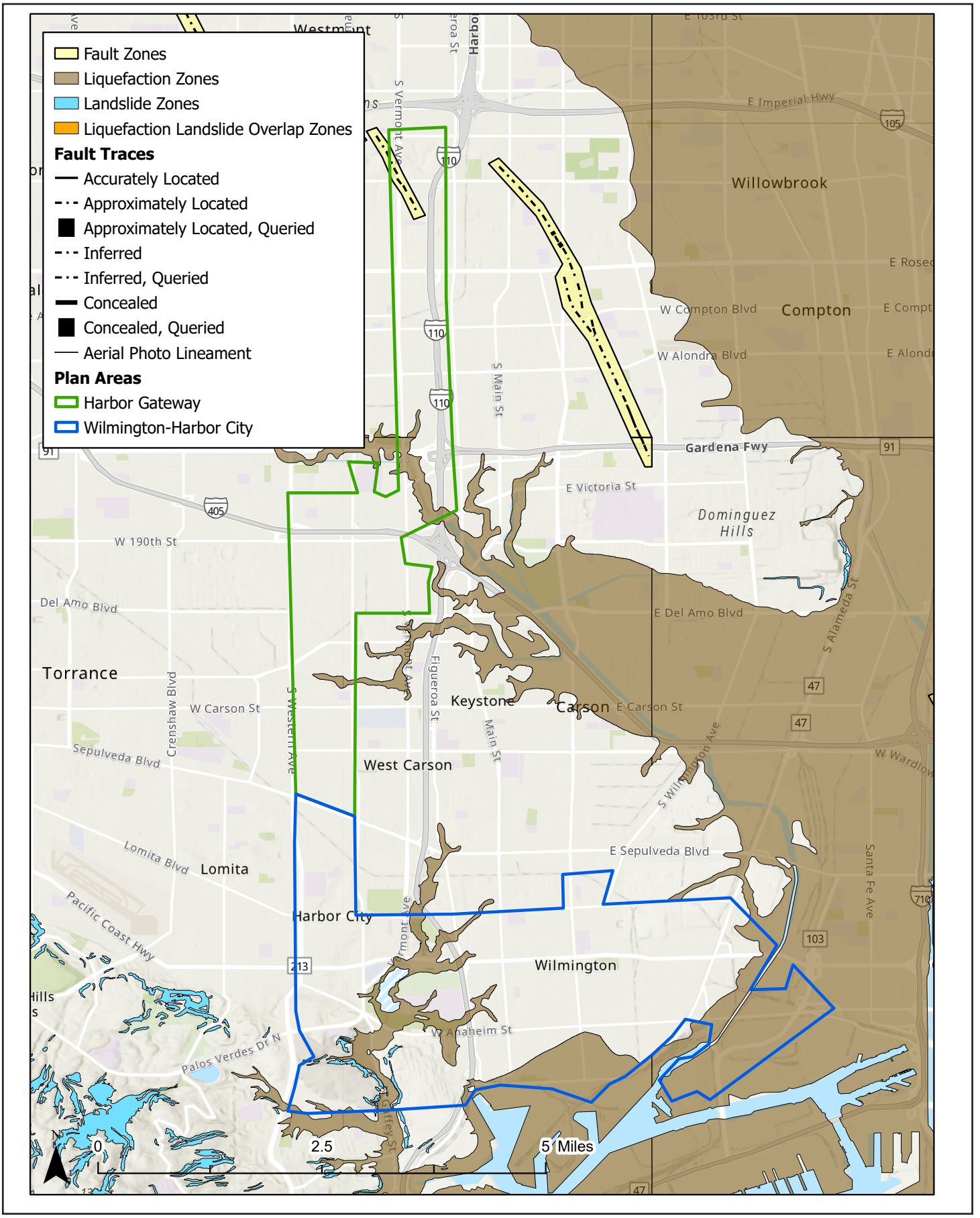
Landslides. A landslide is a mass down-slope movement of earth materials under the influence of gravity, and includes a variety of forms including: rockfalls, debris slides, mudflows, block slides, soil slides, slumps, and creeps. These mass movements are triggered or accelerated by earthquake-induced ground motion, increased water content, excessive surface loading, or alteration of existing slopes by human or nature. Earthquake-induced landslides, usually associated with steep canyons and hillsides, can originate on, or move down, slopes as gentle as one degree in areas underlain by saturated, sandy materials. As shown in **Figure 4.6-3,** there are no identified landslide zones within the Harbor LA CPAs.

Unstable Soils. The Harbor LA CPAs would be subject to low-level differential settlement due to the intense shaking associated with seismic events. This type of hazard results primarily in damage to property when an area settles to different degrees over a relatively short distance. The actual potential for settlement is difficult to predict, as the conditions under which this hazard can occur are site specific.

Expansive Soils. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content. The ability of clayey soil to change volume can result in uplift or cracking to foundation elements or other rigid structures such as slabs-on-grade, rigid pavements, sidewalks, or other slabs or hardscape founded on these soils.

Soil Erosion. The factors contributing to soil erosion potentially include the: climate, physical characteristics of soils, topography, land use, and amount of soil disturbance. In general, the loss of ground cover caused by construction activities is a primary factor contributing to an increase in soil erosion potential. Erosion potential is also directly related to the steepness of the terrain. As the Harbor LA CPAs are located within highly urbanized areas covered by impermeable surfaces, and the terrain is relatively flat, potential for erosion is relatively low. However, the actual potential for erosion is difficult to predict, as the conditions under which this hazard can occur are site specific.

Lateral Spreading. Lateral spreading involves the lateral displacement of surficial blocks of sediment (e.g., alluvium, and terrace sands) as a result of liquefaction in a subsurface layer. The initial gradient of a particular site that fails in lateral spreading can be small since the soil mass usually moves on a liquefied layer of loose, saturated granular material.



SOURCE: CGS, 2022; Esri, 2022

FIGURE **4.6-3**

Seismic and Soil Hazards within the Harbor LA CPAs

IMPACT SCIENCES

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Ground Lurching. Certain soils have been observed to move in a wave-like manner in response to intense seismic ground shaking, forming ridges or cracks on the ground surface. Areas underlain by thick accumulations of colluvium and alluvium appear to be more susceptible to ground lurching than bedrock. Under strong seismic ground motion conditions, lurching can be expected within loose, cohesionless soils, or in clay- rich soils with a high moisture content. Generally, only lightly loaded structures, such as pavement, fences, pipelines, and walkways, are damaged by ground lurching; more heavily loaded structures appear to resist such deformation.

Paleontological Resources

Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. These include mineralized, partially mineralized, or un-mineralized bones and teeth, soft tissues, shells, wood, leaf impressions, footprints, burrows, and microscopic remains. The fossil record is the only evidence that life on earth has existed for more than 3.6 billion years. Fossils are considered nonrenewable resources because the organisms they represent no longer exist. Thus, once destroyed, a fossil can never be replaced.

The Society for Vertebrate Paleontology (SVP) broadly defines significant paleontological resources as follows:

> *"Fossils and fossiliferous deposits consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years)."*

Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, uncommon, diagnostically important, or are common but have the potential to provide valuable scientific information for evaluating evolutionary patterns and processes, or which could improve our understanding of paleochronology, paleoecology, paleophylogeography or depositional histories. New or unique specimens can provide new insights into evolutionary history; however, additional specimens of even well represented lineages can be equally important for studying evolutionary pattern and process, evolutionary rates and paleophylogeography. Even unidentifiable material can provide useful data for dating geologic units if radiocarbon dating is possible. As such, common fossils (especially vertebrates) may be scientifically important, and therefore considered highly significant.

The SVP describes sedimentary rock units as having high, low, undetermined, or no potential for containing significant nonrenewable paleontological resources. These criteria are based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be

present or likely to be present. Significant paleontological resources are fossils or assemblages of fossils, which are unique, unusual, rare, uncommon, diagnostically or stratigraphically important, and those which add to an existing body of knowledge in specific areas, stratigraphically, taxonomically, or regionally. While these standards were specifically written to protect vertebrate paleontological resources, all fields of paleontology have adopted these guidelines. Paleontological sensitivity was evaluated according to the following SVP categories.

High Potential (sensitivity)

Rock units from which significant vertebrate or significant invertebrate fossils or significant suites of plant fossils have been recovered are considered to have a high potential for containing significant non-renewable fossiliferous resources. These units include but are not limited to, sedimentary formations and some volcanic formations which contain significant nonrenewable paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. Sensitivity comprises both (a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, or botanical and (b) the importance of recovered evidence for new and significant taxonomic, phylogenetic, ecologic, or stratigraphic data. Areas which contain potentially datable organic remains older than Holocene, including deposits associated with nests or middens, and areas that may contain new vertebrate deposits, traces, or trackways are also classified as significant.

Low Potential (sensitivity)

Sedimentary rock units that are potentially fossiliferous but have not yielded fossils in the past or contain common and/or widespread invertebrate fossils of well documented and understood taphonomic, phylogenetic species and habitat ecology. Reports in the paleontological literature or field surveys by a qualified vertebrate paleontologist may allow determination that some areas or units have low potentials for yielding significant fossils prior to the start of construction. Generally, these units will be poorly represented by specimens in institutional collections and will not require protection or salvage operations. However, as excavation for construction gets underway significant and unanticipated paleontological resources could be encountered and require a change of classification from Low to High Potential and, thus, require monitoring and mitigation if the resources are found to be significant.

Undetermined Potential (sensitivity)

Specific areas underlain by sedimentary rock units for which little information is available are considered to have undetermined fossiliferous potentials. Field surveys by a qualified vertebrate paleontologist to

specifically determine the potentials of the rock units are required before programs of impact mitigation for such areas may be developed.

No Potential

Rock units of metamorphic or plutonic igneous origin are commonly classified as having no potential for containing significant paleontological resources.

Regional Setting

Three major groups of rocks are represented within the Los Angeles Basin: older igneous and metamorphic bedrock (100 to 75 million years old), older sedimentary rocks (about 65 to 15 million years old), and younger sedimentary rocks (15 to 1 million years old). The sedimentary rock layers contain shale, siltstone, sandstone, and conglomerates, as well as some interbedded volcanic rocks. Over 22 million years ago, the Los Angeles Basin was a deep marine basin formed by tectonic forces between the North American and Pacific plates. Since that time, over five miles of marine and non-marine sedimentary rock, as well as intrusive and extrusive igneous rocks, have filled the basin. During the last two million years, defined by the Pleistocene and Holocene epochs, the Los Angeles Basin and surrounding mountain ranges have been uplifted to form the present-day landscape. Erosion of the surrounding mountains has resulted in deposition of unconsolidated sediments in low-lying areas by rivers, such as the Los Angeles River.

The Los Angeles Basin is known for its significant paleontological resources, particularly those associated with Ice Age mammals. Fossils have been found mostly in sedimentary rock that has been uplifted, eroded, or otherwise exposed. Undiscovered vertebrate fossils are likely to be found in rock formations. Areas in Los Angeles County and southern California, containing Pleistocene older alluvium of similar lithologies have been reported to contain locally abundant and scientifically significant vertebrate, invertebrate and plant fossils. These localities have yielded fossils of extinct Ice-Age mammals, including mammoths, mastodons, ground sloth, dire wolves, short-faced bears, saber-toothed cats, large and small horses, large and small camels, bison, and other fauna similar to fossil specimens recovered from the Rancho La Brea asphalt deposits.

Local Setting

Structurally, the Los Angeles Basin can be divided into four primary structural blocks: the northwest, southwest, central, and northeastern blocks. Each of these informal basin subdivisions are separated by major zones of faulting or flexure in the basement rocks, resulting in contrasting stratigraphy.[13] The Harbor

[13] U.S. Department of the Interior, *Geology of the Los Angeles Basin California – an Introduction*, 1965, available online at: https://pubs.usgs.gov/pp/0420a/report.pdf, accessed September 15, 2022.

LA CPAs are located on the southwestern structural block. It is roughly rectangular and is about 28 miles long from northwest to southeast and 5 to 12 miles wide. Most of the Harbor LA CPAs are a low plain which extends from Santa Monica at the northwest to Long Beach at the southeast. The Palos Verdes Hills, which rise to an altitude of about 1,300 feet at the southwest extremity of the plain, are the most prominent topographic feature of the block; a line of elongated low hills and mesas (underlain by the Newport-Inglewood zone of deformation) extends from northwest to southeast along the inland margin of the plain. The superjacent rocks of the southwestern block are about 20,500 feet thick and are chiefly marine sedimentary strata of middle Miocene to Recent age; locally they include igneous rocks of middle Miocene age.[14]

4.6.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Geology and Soils at the federal, state, and local levels. As described below, these plans, guidelines, and laws include the following:

- Paleontological Resources Preservation Act
- Society for Vertebrate Paleontology Standard Guidelines
- National Pollutant Discharge Elimination System (NPDES)
- Earthquake Hazards Reduction Act
- California Penal Code Section 622.5
- California PRC Section 5097.5
- California Building Code
- Alquist-Priolo Earthquake Fault Zoning Act
- Seismic Hazards Mapping Act
- California Division of Oil, Gas, and Geothermal Resources
- City of Los Angeles Conservation Element
- City of Los Angeles Safety Element
- Los Angeles Municipal Code

Federal

Paleontological Resources Preservation Act. The Paleontological Resources Preservation Act (PRPA) was signed into law in 2009. The PRPA directs the Department of Agriculture and the Department of the Interior to implement comprehensive paleontological resource management programs on federal lands. The PRPA protects scientifically significant fossils on federal lands and provides a permitting system where researchers can collect and study scientifically significant fossils which will remain in the public trust. The act also allows for the collection of common plant and invertebrate fossils for personal, non-commercial use on federal lands.[15] The PRPA requires the Secretaries of the Interior and Agriculture to manage and

14 U.S. Department of the Interior. *Geology of the Los Angeles Basin California – an Introduction*, 1965, available online at: https://pubs.usgs.gov/pp/0420a/report.pdf, accessed September 15, 2022.

15 U.S. Department of the Interior, National Park Service, *Paleontological Resources Preservation Act*.

protect paleontological resources on federal land. The PRPA furthers the protection of fossils on federal lands by criminalizing the unauthorized removal of fossils.

Society for Vertebrate Paleontology Standard Guidelines. The Society for Vertebrate Paleontology (SVP) has established standard guidelines[16] that outline professional protocols and practices for conducting paleontological resource assessments and surveys, monitoring and mitigation, data and fossil recovery, sampling procedures, and specimen preparation, identification, analysis, and curation. The Paleontological Resources Preservation Act (PRPA) of 2009 calls for uniform policies and standards that apply to fossils on all federal public lands. All federal land management agencies are required to develop regulations that satisfy the stipulations of the PRPA. As defined by the SVP,[17] significant nonrenewable paleontological resources are:

Fossils and fossiliferous deposits here are restricted to vertebrate fossils and their taphonomic and associated environmental indicators. This definition excludes invertebrate or paleobotanical fossils except when present within a given vertebrate assemblage. Certain invertebrate and plant fossils may be defined as significant by a project paleontologist, local paleontologist, specialists, or special interest groups, or by lead agencies or local governments.

As defined by the SVP,[18] significant fossiliferous deposits are:

> *A rock unit or formation which contains significant nonrenewable paleontologic resources, here defined as comprising one or more identifiable vertebrate fossils, large or small, and any associated invertebrate and plant fossils, traces, and other data that provide taphonomic, taxonomic, phylogenetic, ecologic, and stratigraphic information (ichnites and trace fossils generated by vertebrate animals, e.g., trackways, or nests and middens which provide datable material and climatic information). Paleontologic resources are considered to be older than recorded history and/or older than 5,000 years BP [before present].*

Based on the significance definitions of the SVP,[19] all identifiable vertebrate fossils are considered to have significant scientific value. This position is adhered to because vertebrate fossils are relatively uncommon, and only rarely will a fossil locality yield a statistically significant number of specimens of the same genus.

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16 Society of Vertebrate Paleontology, *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*, 2010, available online at: https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines.pdf, accessed September 15, 2022.

17 Society of Vertebrate Paleontology, "Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources: standard guidelines," *Society of Vertebrate Paleontology News Bulletin* 163:22-27, 1995.

18 Society of Vertebrate Paleontology, "Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources."

19 Society of Vertebrate Paleontology, "Assessment and mitigation of adverse impacts to nonrenewable paleontologic resources."

Therefore, every vertebrate fossil found has the potential to provide significant new information on the taxon it represents, its paleoenvironment, and/or its distribution. Furthermore, all geologic units in which vertebrate fossils have previously been found are considered to have high sensitivity. Identifiable plant and invertebrate fossils are considered significant if found in association with vertebrate fossils or if defined as significant by project paleontologists, specialists, or local government agencies.

National Pollutant Discharge Elimination System. The National Pollutant Discharge Elimination System (NPDES) was created by the Clean Water Act in 1972. Construction activities that disturb one or more acres of land surface are subject to the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (NPDES General Construction Permit) (Order No. 20120006DWQ) adopted by the State Water Resources Control Board (SWRCB). Compliance with the permit requires each qualifying development project to file a Notice of Intent with the SWRCB. Permit conditions require development of a stormwater pollution prevention plan (SWPPP), which must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary.

In the City of Los Angeles, SWPPP requirements are enforced through the City's Building and Safety Department plan review and approval process. During the review process, development project plans are reviewed for compliance with the stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate Best Management Practices (BMPs) are incorporated to address stormwater pollution prevention goals as they relate to erosion and sediment movement on the project site. Sediment and erosion control measures can include both stabilization and structural practices. Stabilization practices, which refer to methods of covering or maintaining existing soil cover, can include seeding, vegetation and tree preservation, and contouring of project design. Such measures prevent initial disturbance of soil that can enable subsequent potential erosion during construction activities. Structural practices involve the use of devices to divert, store, or limit runoff that can transport sediment offsite and can include use of silt fences, earth dikes, sedimentation basins, and sediment traps. These measures obstruct runoff flows to reduce erosion and other soil transport.

Earthquake Hazards Reduction Act. The Earthquake Hazards Reduction Act was enacted in 1977 to "reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program." To accomplish this, the Earthquake Hazards Reduction Act established the National Earthquake Hazards Reduction

Program (NEHRP). This program was substantially amended by the NEHRP Reauthorization Act of 2004 (Public Law 108-360).

NEHRP's mission includes improved understanding, characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. The NEHRP designates the Federal Emergency Management Agency (FEMA) as the lead agency of the program and assigns it several planning, coordinating, and reporting responsibilities. Programs under NEHRP help inform and guide local planning and building code requirements such as emergency evacuation responsibilities and seismic code standards such as those to which a proposed project would be required to adhere.

International Building Code. The International Building Code (IBC) is published by the International Code Council (ICC). The scope of this code covers major aspects of construction and design of structures and buildings. The IBC has replaced the Uniform Building Code (UBC) as the basis for the California Building Code (CBC) and contains provisions for structural engineering design. The 2015 IBC addresses the design and installation of structures and building systems through requirements that emphasize performance. The IBC includes codes governing structural as well as fire- and life-safety provisions covering seismic, wind, accessibility, egress, occupancy, and roofs.

State

Seismic Safety Act. The California Seismic Safety Commission was established by the Seismic Safety Act in 1975 with the intent of providing oversight, review, and recommendations to the Governor and State Legislature regarding seismic issues. The commission's name was changed to Alfred E. Alquist Seismic Safety Commission in 2006. Since then, the Commission has adopted several documents based on recorded earthquakes, such as the 1994 Northridge earthquake, 1933 Long Beach earthquake, the 1971 Sylmar earthquake, etc. Some of these documents are listed as follows:

- Research and Implementation Plan for Earthquake Risk Reduction in California 1995 to 2000, report dated December 1994;
- Seismic Safety in California's Schools, 2004, "Findings and Recommendations on Seismic Safety Policies and Requirements for Public, Private, and Charter Schools," report dated December 1994;
- Findings and Recommendations on Hospital Seismic Safety, report dated November 2001;

- Commercial Property Owner's Guide to Earthquakes Safety, report dated October 2006; and
- California Earthquake Loss Reduction Plan 2007–2011, report dated July 2007.

California Penal Code Section 623. California Penal Code Section 623 provides the following: "Except as otherwise provided in Section 599c, any person who, without the prior written permission of the owner of a cave, intentionally and knowingly does any of the following acts is guilty of a misdemeanor punishable by imprisonment in the county jail not exceeding one year, or by a fine not exceeding one thousand dollars ($1,000), or by both such fine and imprisonment: (1) breaks, breaks off, cracks, carves upon, paints, writes or otherwise marks upon or in any manner destroys, mutilates, injures, defaces, mars, or harms any natural material found in any cave. (2) disturbs or alters any archaeological evidence of prior occupation in any cave. (3) kills, harms, or removes any animal or plant life found in any cave. (4) burns any material which produces any smoke or gas which is harmful to any plant or animal found in any cave. (5) removes any material found in any cave. (6) breaks, forces, tampers with, removes or otherwise disturbs any lock, gate, door, or any other structure or obstruction designed to prevent entrance to any cave, whether or not entrance is gained.

California Penal Code Section 622.5. California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

California PRC Section 5097.5. California PRC Section 5097.5 provides protection for paleontological resources on public lands, where Section 5097.5(a) states, in part, that: **"**A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands."

California Building Code. The California Building Code (CBC), which is codified in Title 24 of the California Code of Regulations, Part 2, was promulgated to safeguard the public health, safety, and general welfare by establishing minimum standards related to structural strength, means of egress facilities, and general stability of buildings. The purpose of the CBC is to regulate and control the design, construction, quality of materials, use/occupancy, location, and maintenance of all buildings and structures within its jurisdiction. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Under State law, all building standards must be

centralized in Title 24 or those standards are not enforceable. The provisions of the CBC apply to the construction, alteration, movement, replacement, location, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California.

The 2019 edition of the CBC is based on the 2018 International Building Code (IBC) published by the International Code Council. The code is updated triennially, and the 2019 edition of the CBC was published by the California Building Standards Commission on July 1, 2019, and became effective January 1, 2020. Every three years, the State adopts new codes (known collectively as the California Building Standards Code) to establish uniform standards for the construction and maintenance of buildings, electrical systems, plumbing systems, mechanical systems, and fire and life safety systems. Sections 17922, 17958 and 18941.5 of the California Health and Safety Code require that the latest edition of the California Building Standards Code apply to local construction 180 days after publication. The significant changes to Title 24 in the 2019 edition can be found at California Department of General Services website.[20]

Appendix J of the CBC applies to grading, excavation, and earthwork construction, and prohibits grading from occurring without first having obtained a permit from the building official. A geotechnical report must be prepared and include the following:

- The nature and distribution of existing soils,
- Conclusions and recommendations for grading procedures,
- Soil design criteria for any structure of embankments required to accomplish the proposed grading, and
- Where necessary, slope stability studies, and recommendations and conclusions regarding site geology.

Alquist-Priolo Earthquake Fault Zoning Act. The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zone Act) was signed into law December 22, 1972 (revised in 1994) and codified into State law in the Public Resources Code as Division 2, Chapter 7.5 to address hazards from earthquake fault zones. The purpose of this law is to mitigate the hazard of surface fault rupture by regulating development near active faults. As required by the Act, the State has delineated Earthquake Fault Zones (formerly Special Studies Zones) along known active faults in California, which vary in width around the fault trace from about 200 to 500 feet on either side of the fault trace. Cities and counties affected by the zones must regulate certain development projects within the zones. The State Geologist is also

20 California Department of General Services. *California Building Standards Code*. Available online at: https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo/, accessed September 15, 2022.

required to issue appropriate maps to assist cities and counties in planning, zoning, and building regulation functions. Local agencies enforce the Alquist-Priolo Earthquake Fault Zoning Act in the development permit process, where applicable, and may be more restrictive than State law requires. According to the Alquist-Priolo Earthquake Fault Zoning Act, before a project that is within an Alquist-Priolo Earthquake Fault Zone can be permitted, cities and counties shall require a geologic investigation, prepared by a licensed geologist, to demonstrate that buildings will not be constructed across active faults. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back a distance to be established by a California Certified Engineering Geologist. Although setback distances may vary, a minimum 50-foot setback is typically required.

Seismic Hazards Mapping Act. In order to address the effects of strong ground shaking, liquefaction, landslides, and other ground failures due to seismic events, the State of California passed the Seismic Hazards Mapping Act of 1990 (Public Resources Code Sections 2690-2699.6). Under the Seismic Hazards Mapping Act, the State Geologist is required to delineate "seismic hazard zones." Cities and counties must regulate certain development projects within these zones until the geologic and soil conditions of their project sites have been investigated and appropriate mitigation measures, if any, have been incorporated into development plans. The State Mining and Geology Board provides additional regulations and policies to assist municipalities in preparing the Safety Element of their General Plans and to encourage the adaptation of land use management policies and regulations to reduce and mitigate seismic hazards to protect public health and safety. Under PRC Section 2697, cities and counties must require, prior to the approval of a project located in a seismic hazard zone, submission of a geotechnical report defining and delineating any seismic hazard.

California Geologic Energy Management Division (CalGEM). CalGEM regulates the production of oil and gas, as well as geothermal resources, within the State of California. CalGEM requirements in preparation of environmental documents under CEQA are defined in CCR, Title14, Division 2, Chapter 2. Staff also assists operators in avoiding or reducing environmental impacts from the development of oil, gas, and geothermal resources in California, including subsidence. PRC Sections 3315, et seq. CalGEM regulations, which are defined in CCR, Title 14, Division 2, Chapter 4, include well design and construction standards, surface production equipment and pipeline requirements, and well abandonment procedures and guidelines to ensure effectiveness in preventing migration of oil and gas from a producing zone to shallower zones, including potable groundwater zones, as well as subsidence.

Local

City of Los Angeles Conservation Element. The City's General Plan Conservation Element recognizes paleontological resources in Section 3: "Archeological and Paleontological" (II-3), specifically the La Brea

Tar Pits, and identifies protection of paleontological resources as an objective (II-5). The General Plan identifies site protection as important, stating, "Pursuant to CEQA, if a land development project is within a potentially significant paleontological area, the developer is required to contact a bonafide paleontologist to arrange for assessment of the potential impact and mitigation of potential disruption of or damage to the site." Section 3 of the Conservation Element, adopted in September 2001, includes policies for the protection of paleontological resources. As stated therein, it is the City's policy that paleontological resources be protected for historical, cultural research, and/or educational purposes. Section 3 sets as an objective the identification and protection of significant paleontological sites and/or resources known to exist or that are identified during "land development, demolition, or property modification activities." Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element establishes the policy to continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities, with the related objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.[21]

City of Los Angeles Safety Element. The City's General Plan Safety Element, which was previously adopted in 1996, addresses public safety risks due to natural disasters, including seismic events and geologic conditions, and sets forth guidance for emergency response during such disasters. The City Council adopted the updated Safety Element on November 24, 2021. The Safety Element offers a high-level overview of how the City plans for disasters and references readers to other implementation documents, including the Local Hazard Mitigation Plan, where more detailed information is available, and also provides maps of designated areas within Los Angeles that are considered susceptible to earthquake-induced hazards, such as fault rupture and liquefaction. The 2021 General Plan Safety Element has three goals and are associated with various objectives, policies, and implementation programs.[22]

Goal 1: **Hazard Mitigations.** A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to hazards is minimized.

Goal 2: **Emergency Response.** A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs.

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21 City of Los Angeles, *Los Angeles General Plan*, Conservation Element, pages II-6 to II-9.

22 City of Los Angeles, *Los Angeles General Plan*, Safety Element, available online at: https://planning.lacity.org/odocument/bf51ae04-1c7b-4931-9a29-d46209998b89/Safety_Element.pdf, accessed September 15, 2022.

Goal 3: **Disaster Recovery.** A city where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster.

Los Angeles Municipal Code. Municipal Code Chapter IX, Article 1, Building Code, (LABC), incorporates the CBC, to provide geotechnical hazard prevention regulations. In general, the LAMC includes requirements for construction and ground disturbance that could affect geologic risks, as well as standards for building foundations, earthquake/seismic structural designs, and development within landslide susceptible areas. Division 18 of Article 1, in adopting the CBC, provides guidance for development located on expansive soils; Division 70 provides general construction, grading and site excavation requirements and restricts issuance of grading permits for development in landslide areas; and Division 88 establishes standards for structural seismic resistance for existing buildings.[23] Division 70 further includes provisions for managing and reducing erosion during construction activities, especially as it relates to controlling stormwater pollution from sediments. Specifically, per the LAMC, project applicants are required to incorporate any best management practices necessary to control stormwater pollution in accordance with the Development Best Management Practices Handbook, Part A Construction Activities as adopted by the Board of Public Works.

The Los Angeles Department of Building and Safety (LADBS) has the authority to withhold building permit issuance if a project cannot mitigate potential hazards to the project or which are associated with the project. Throughout the permitting, design, and construction phases of a building project, LADBS engineers and inspectors confirm that the requirements of the LAMC pertaining specifically to geoseismic and soils conditions are being implemented by project architects, engineers, and contractors.

The function of the City's Building Code, which comprises Chapter IX of the LAMC, is to protect life safety and ensure compliance with the LAMC. Chapter IX addresses numerous topics, including earthwork and grading activities, import and export of soils, erosion and drainage control, and general construction requirements that address flood and mudflow protection, landslides, and unstable soils. Additionally, the LAMC includes specific requirements addressing seismic design, grading, foundation design, geologic investigations and reports, soil and rock testing, and groundwater.

Specifically, Chapter IX of LAMC Div. 18, Sec. 91.1803,[24] requires a Final Geotechnical Report with final design recommendations prepared by a California-registered geotechnical engineer and submitted to the

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23 City of Los Angeles. *Municipal Code*. Available online at: https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-107363, accessed September 15, 2022.

24 California Building Code, 2019 Part 2, Volume 1, Chapter 18, Soils and Foundations, Section 1803, Geotechnical Investigations.

LADBS for review prior to issuance of a grading permit. Final foundation design recommendations must be developed during final project design, and other deep foundation systems that may be suitable would be addressed in the Final Geotechnical Report. All earthwork (i.e., excavation, site preparation, any fill backfill placement, etc.) must be conducted with engineering control under observation and testing by the Geotechnical Engineer and in accordance with LADBS.

City of Los Angeles Oil and Gas Drilling Ordinance. The Oil and Gas Drilling Ordinance (Oil Ordinance) was adopted on December 2, 2022 (City Council File No. CF 17-0447), which amends the Los Angeles Municipal Code to prohibit all new oil and gas drilling activities and make any existing extraction a nonconforming use in all zones of the City. The Oil Ordinance phases out extraction activities, which are known hazards to public health and safety, by immediately banning new oil and gas extraction and requiring the removal of existing operations after an amortization period.

Hillside Construction Regulation (HCR). The HCR Supplemental Use District, effective March 2017 and updated in May 2018, was established by Ordinance No. 184827 to provide additional protections that would address the cumulative construction-related impacts of multiple single-family houses in hillside areas. All single-family home development projects within the HCR District shall comply with LAMC Section 13.20. However, if a Haul Route approval by the Board of Building and Safety Commissioners is required for import and/or export of 1,000 cubic yards or more, then the conditions or "Hauling Truck Operations Standards" set by the Board of Building and Safety Commissioners during the Haul Route approval process shall prevail. In addition, the builder of any single-family home development exceeding 17,500 square feet in HCR Districts needs to file for a Site Plan Review discretionary approval.

4.6.3 THRESHOLDS OF SIGNIFICANCE

In 2015, the California Supreme Court in *CBIA v. BAAQMD*, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project. However, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze the impact of that exacerbated condition on future residents and users of a project, as well as other impacted individuals. The following thresholds of significance will be analyzed consistent with this decision.

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to geology and soils if they would:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving;

  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Refer to Division of Mines and Geology Special Publication 42.
  - Strong seismic ground shaking.
  - Seismic-related ground failure, including liquefaction.
  - Landslides.
- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.6.4 METHODOLOGY

This analysis uses the thresholds in Appendix G of the *State CEQA Guidelines* to make a significance determination.

Baseline information for the analysis was compiled from a review of published geologic maps and reports, as well as information compiled and evaluated by the City of Los Angeles in conjunction with its overall planning and hazard mitigation processes to identify geologic conditions and geologic hazards in the areas that could potentially be affected by the Proposed Plans. For geology and soils, the areas that could potentially be affected by the Proposed Plans are the Harbor LA CPAs since potential impacts related to geology and soils are generally site-specific.

Independent of the CEQA process, there is a comprehensive regulatory framework implemented at the State and City levels to mitigate potential hazards associated with geologic and soils conditions. The design-controllable aspects of building foundation support, protection from seismic ground motion, and soil instability are governed by existing regulations. Compliance with these regulations is required, not

optional. Any proponent of a development project must demonstrate compliance by incorporating the regulations in the project's design before permits for project construction are issued. The analysis presented herein assumes compliance with all applicable laws, regulations, and standards, as part of the initial CEQA baseline and future conditions.

The impact analysis for geology and soils addresses impacts within the Harbor LA CPAs. The analysis is based on proposed land use designations under the Proposed Plans, the existing geologic conditions, and hazards in the Harbor LA CPAs, and the thresholds of significance for geology and soils.

The analysis of paleontological resources identifies the likelihood of ground disturbing activities to encounter rock units with potential for containing significant paleontological resources, which is considered high in quaternary alluvial fan deposits exhibiting a composition conducive to the preservation of fossil resources. Paleontological resources in the Harbor LA CPAs were evaluated qualitatively based on general information about conditions within the Harbor LA CPAs. In the absence of an inventory of unique paleontological resources, the potential for such resources to be present and impacted is generally assessed.

4.6.5 IMPACTS

Threshold 4.6-1 **Would implementation of the Proposed Plans directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

This impact would be less than significant.

The California Supreme Court ruled in *CBIA v. BAAQMD* that CEQA does not require a lead agency to consider the impacts of the existing environment on the future users of a project unless the project will exacerbate the existing environmental condition. As such, the potential for adverse effects on people or structures from fault rupture is not an impact under CEQA. The Proposed Plans would see development occur of a type that is consistent with the existing urban environment.

While there already exists oil extraction activities within the Harbor LA CPAs, the Proposed Plans include goals which aim to improve oversight of oil extraction activities to improve compatibility with other land uses to reduce the potential for induced seismic risk. The goals and policies in the Proposed Plans include:

Policy LU 3.2 Ensure that existing oil well sites located in residential areas have well-maintained and landscaped front yard setbacks, be enclosed by perimeter fencing (except for the front yard portions), and have well-maintained oil equipment at all times. (also see Chapter 3 Environmental Justice Land Use and Urban Form policies).

Policy EJ 7.2 Support the implementation of prevention measures and design features that proactively safeguard the community from exposure to noxious activities (e.g., oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and other hazardous nuisances.

EJ Goal 10 Oil and gas extraction and refinery activities that are performed with the greatest regard for public and environmental health, safety and welfare, while providing for reasonable utilization of the area's oil and gas resources.

Policy EJ 10.1 Ensure that existing oil well sites within residential areas provide appropriate screening, fencing and landscaping and have well-maintained equipment until such time as they are phased out.

Policy EJ 10.2 Consistent with existing zoning review practices, seek a high level but practical discretionary review for any changes to, or expansion of, existing oil extraction sites, surface production facilities and related activities so that the public may be properly notified and consulted, and so that appropriate environmental review may take place pursuant to the California Environmental Quality Act.

Policy EJ 10.3 Ensure that all existing uses that employ extraction technology, including fracking, acidizing, drilling or other technologies that involve potentially hazardous materials, create no negative impacts on public health or the environment.

Policy EJ 10.5 Support periodic review and reassessment of conditions and improvements to operations at existing oil-related sites, such as the installation of leak detection technology, installation of enclosures or other technologies that trap fugitive emissions and restricting hours of operation to reduce noise impacts, particularly near sensitive uses sites located within or near residential uses.

Policy EJ 10.7 In coordination with the City's Petroleum Administrator, Climate Emergency Mobilization Office, and other city departments, collaborate to oversee the administration and assessment of existing oil extraction activities and facilities in such a manner to enhance their compatibility with the surrounding community.

As discussed previously, new oil wells within the CPAs are not permitted, and existing wells are being phased out as a result of Citywide action. Furthermore, extraction activities such as fracking are in the process of being phased out within the State and new permits for fracking have not been approved since the first quarter of 2021.[25,26] As described above, the Proposed Plans would not support activities that could exacerbate seismic risk.

The Proposed Plans would increase development potential in key areas of the CPAs, thereby potentially increasing the number of people and structures exposed to the potential effects of fault rupture. The Proposed Plans would neither cause a geologic hazard nor exacerbate existing geologic hazards. This condition exists throughout the Los Angeles Basin as it is a seismically active area. Future development would not exacerbate existing seismic conditions in the Harbor LA CPAs.

Population growth is expected to occur with implementation of the Proposed Plans. Similarly, daytime population associated with work and leisure could also increase. Upon implementation of the Proposed Plans, more people and structures could be exposed to the effects of fault rupture, if such an event were to happen. But, as previously noted, the risk of fault rupture is already present in the CPAs. The Proposed Plans do not allow activities which would exacerbate this existing risk (i.e., through mining, fracking or similar uses) posed by existing geologic hazards. As a result, surface rupture would not be expected to occur either directly or indirectly through implementation of the Proposed Plans.

In addition, the Alquist-Priolo Act has elements that serve to mitigate potential faulting hazards by prohibiting the location of most structures for human occupancy across active faults. Two concealed pre-quaternary faults and one Alquist-Priolo Earthquake Fault Zone are located in the Harbor Gateway CPA.[27] LADBS requires a surface fault rupture hazard investigation for any development project that would be located within an Alquist-Priolo Earthquake Fault Zone. This is to ensure that the proposed development would not be located astride an active fault. In the event that a development project proposes to locate a structure on such a fault or fault trace, a licensed California Certified Engineering Geologist or Professional Geologist would identify the appropriate setback of the structure from the fault, typically 50 feet. As required by CBC Chapter 16 for the construction of new buildings or structures, specific engineering design and construction measures would be implemented to minimize the potential for adverse impacts to human life and property caused by seismically induced ground shaking. Chapter 33 of the CBC requires all new

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25 Office of Governor Gavin Newsom. *Governor Newsom Takes Action to Phase Out Oil Extraction in California*, 2021, available online at: https://www.gov.ca.gov/2021/04/23/governor-newsom-takes-action-to-phase-out-oil-extraction-in-california/, accessed September 27, 2022.

26 California Department of Conservation, "Oil and Gas Permits," available online at: https://www.conservation.ca.gov/calgem/Pages/permits.aspx#collapse2021, accessed September 27, 2022.

27 California Department of Conservation, "Earthquake Zones of Required Investigation," available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed September 15, 2022.

development to comply with specific geologic design parameters and geotechnical recommendations, which would be incorporated into individual development projects to minimize the potential for adverse impacts.

Because the implementation of the Proposed Plans would not exacerbate existing geologic hazards including fault rupture, in addition to the fact that there are already procedures in place under State law and the City's Building Code that would apply to development in the Harbor LA CPAs to mitigate such risks to any planned development, the potential impacts of the Proposed Plans with regard to fault rupture are ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.6-2 **Would implementation of the Proposed Plans directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?**

This impact would be less than significant.

As discussed above under **Threshold 4.6-1**, the California Supreme Court ruled in *CBIA v. BAAQMD* that CEQA does not require a lead agency to consider the impacts of the existing environment on the future users of a project unless the project exacerbates existing conditions. In light of this, the potential for substantial adverse effects on people or structures from strong seismic ground shaking is not an impact under CEQA. The Proposed Plans would allow the type of development consistent with highly urbanized areas of the type that already exists in the Harbor LA CPAs and would therefore not involve mining or deep excavation into the Earth that could cause unstable seismic conditions resulting in an increased risk associated with strong seismic ground shaking. While the Proposed Plans could increase the number of people and structures exposed to strong seismic ground shaking by increasing development potential and density in some areas of the Harbor LA CPAs, the Proposed Plans would neither cause nor exacerbate existing geologic hazards. This condition exists throughout the Los Angeles Basin as it is a seismically active area. Future development would not exacerbate existing seismic conditions in the Harbor LA CPAs.

The CBC strictly regulates structures erected or modified within the State due to the pervasiveness of seismic activity, particularly in the Los Angeles Basin. Individual jurisdictions enforce these regulations and adopt their own compliant building codes, in this case the City of Los Angeles Building Code (LABC). Any new development that would take place under the Proposed Plans would be required to comply with both CBC and LABC standards, in addition to other regulatory measures detailed above.

Because existing geologic hazards such as seismic ground shaking would not be exacerbated as a result of implementation of the Proposed Plans, in addition to the fact that any new development or redevelopment would be subject to existing State and local regulations designed to mitigate such hazards, impacts associated with strong seismic ground shaking would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.6-3 **Would implementation of the Proposed Plans directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction and/or landslides?**

This impact would be less than significant.

The California Supreme Court ruled in *CBIA v. BAAQMD* that the potential for adverse effects on people or structures from any seismic-related hazards is not an impact under CEQA unless the project exacerbates existing conditions. As mentioned above, the type of development that would occur under the Proposed Plans is consistent with existing development found in the urban areas of the Harbor LA CPAs. No activities such as mining or deep excavation would occur that would exacerbate the seismic risks already present in the Harbor LA CPAs. While the Proposed Plans would increase development potential and density in some areas, thereby potentially increasing the number of people and structures exposed to strong seismic ground shaking, the Proposed Plans would neither cause nor exacerbate existing geologic hazards. As such, future development under the Proposed Plans would neither cause nor exacerbate existing conditions with respect to seismic-related ground failure in the Harbor LA CPAs.

While there are no identified landslide zones within the Harbor LA CPAs (see **Figure 4.6-3**), the southwest portion of the Wilmington–Harbor City CPA (generally along Palos Verdes Drive, south of Anaheim Street and west of the I-110 Freeway), could be susceptible to landslides due to their proximity to hillsides. The City requires preparation and approval of geotechnical reports for any new development or redevelopment in areas that are considered to be susceptible to landslides. LAMC Section 91.7006.2 as well as PRC Section 2697 require the preparation of a site-specific geotechnical report in order to evaluate a wide range of geotechnical risk. In addition to compliance with any recommendations made in the geotechnical report, new development is also subject to the requirements of the LABC, as well as any other requirements that might be conditioned to the project by either LADBS or the City Engineer.

In addition, the LABC ensures that any new or significantly renovated structure is built in such a way as to minimize the impact of seismic-related ground failure such as liquefaction or landslides. There are currently four liquefaction zones within the CPAs.[28] Section 1613 of the CBC states that projects located in liquefaction zones shall incorporate seismic design features into both grading and construction plans. LABC requires all new construction to assess the potential for liquefaction at the building site, and then provide design recommendations to mitigate the site's liquefaction potential. Any new development that would occur under the Proposed Plans would be subject to specific requirements set by the LADBS as well as the City Engineer.

Because implementation of the Proposed Plans would not exacerbate the likelihood of significant seismic-related impacts occurring in the Harbor LA CPAs, and the fact that both the State and the City have existing building codes and regulations in place to avoid any risks posed by unstable soils, including soils susceptible to landslides and liquefaction, impacts would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

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28 California Department of Conservation, "Liquefaction Zones," available online at: https://gis.data.ca.gov/datasets/b70a766a60ad4c0688babdd47497dbad/about?layer=0, accessed July 27, 2023

Threshold 4.6-4 Would implementation of the Proposed Plans result in substantial soil erosion or the loss of topsoil?

This impact would be less than significant.

Soil erosion and its subsequent loss are the result of the actions of water and wind. The likelihood of erosion is higher with an increase in slope, the narrowing of runoff channels, and the removal of groundcover such as vegetation. Human activities associated with development such as grading, particularly on slopes, increase the risk for erosion in affected areas. Erosion also increases the risks of dust storms which can serve to degrade air quality.

Grading activities that would be associated with development under the Proposed Plans would typically occur less than five feet below the surface. Examples of these activities include the creation of building pads, foundations, and excavation for utility trenches. However, there is also the possibility that the construction of underground facilities such as parking and footings for taller buildings would involve deeper excavation into the ground.

Implementation of the Proposed Plans could involve an increased level of construction and development potential over the life of the Proposed Plans. This could lead to an increase in grading and other activities that could lead to an increased risk of erosion or the loss of topsoil. However, all construction activities in the Harbor LA CPAs that would involve excavation and/or grading would be subject to the requirements of Chapter IX, Division 70 of the LAMC. This portion of the code addresses grading, fills, and excavations as well as the recommendations of a site-specific geotechnical report. Both LAMC Section 91.7006.2 and PRC Section 2697 require the preparation of a site-specific geotechnical report in order to evaluate soil risk. The City also has an existing Low Impact Development Ordinance (see **Section 4.9, Hydrology and Water Quality)** that would help ensure reductions in erosion and the loss of topsoil.

Throughout California, the Regional Water Quality Control Board (RWQCB) has set erosion control standards due to the fact that one of the major effects of grading is sedimentation of receiving waters. These control standards are administered via the NPDES permit process for storm drainage discharge. One of the requirements of this permit is the implementation of nonpoint source control of stormwater runoff through the application of Best Management Practices (BMPs). A Storm Water Pollution Prevention Plan (SWPPP) is required by the RWQCB to describe the BMPs that would control both the quality and amount of stormwater runoff on a particular project site. Erosion and sedimentation issues are addressed more fully in **Section 4.9, Hydrology and Water Quality**. Any new development that would occur under the Proposed Plans would be required to comply with this process.

Impacts would be ***less than significant*** because any projects that would occur under the Proposed Plans would be required to comply with existing state and City permitting, regulatory, and grading processes as well as the application of BMPs.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.6-5 **Would implementation of the Proposed Plans be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, or collapse?**

This impact would be less than significant.

Lateral spreading is a phenomenon where large blocks of intact soil move downslope in a rapid fluid-like flow movement. This is usually associated with liquefaction events. The mass moves towards an unconfined area, such as downslope on slopes as small as one degree. Lateral spreading often occurs along riverbanks, where soft soils are often present, as well as in other areas prone to liquefaction. In addition, compliance with the recommendations of the geotechnical report, as well as the LABC, would serve to mitigate lateral spreading and other liquefaction-related hazards.

Subsidence, described above, is a relatively slow mass movement that results in the sinking of the Earth's surface due to the extraction of mineral resources such as oil, groundwater, or natural gas. Collapse is when the ground cover is abruptly depressed. Oil or gas withdrawal subsidence has taken place extensively in the Long Beach Harbor area. At the center of the basin, subsidence amounted to as much as 30 feet at one time. To correct this problem, a full-scale water injection operation was initiated in 1958. Extensive repressurization of the reservoir through water injection has stabilized the area, which, along with substantial remedial land fill operations, has allowed continued use of port, petroleum production and

commercial facilities.[29] The Long Beach Oil and Gas Department monitors subsidence to ensure land remains stable during oil extraction.

The Proposed Plans encourage the responsible extraction and eventual phasing out of oil extraction activities and would not encourage activities that could increase subsidence potential. Development under the Proposed Plans would also be required to comply with existing regulations and building codes which address subsidence hazards. Therefore, the risk of subsidence and collapse from implementation of the Proposed Plans is less than significant.

Any on-site grading and site preparation activities must comply with the LAMC, Chapter IX, Division 70, described above, which addresses grading and excavations. The requirements laid out therein are considered minimum standards for the design and construction of buildings, particularly for those located on soils that are unstable or that have the potential to be unstable. Additionally, the City requires that the recommendations contained within the geotechnical report be implemented by the individual project applicant. The requirements of LAMC, Chapter IX, Division 70 as well as the recommendations of the geotechnical report must be incorporated into any final project designs. In addition to these provisions, all grading activities require grading permits from the LADBS that include requirements designed to limit potential impacts related to unstable soils.

Because of the existing requirements related to new development designed to limit unstable soils, and the fact that these requirements would apply to projects that could occur under the Proposed Plans, impacts related to on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

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[29] City of Long Beach, *General Plan Program*, Public Safety Element, May 1975 (reprinted 2004).

Threshold 4.6-6 **Would implementation of the Proposed Plans be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

This impact would be less than significant.

Expansive soils typically consist of clay or clay-like soils that have a tendency to expand and contract in association with repeated changes in their moisture content. The result of this is sometimes observed in the cracking or uplift of structures, particularly slab-on-grade, sidewalks, driveways, and hardscape.

Portions of the Harbor LA CPAs are underlain by expansive soils, such as alluvium. Their presence on the site of a project would be identified in the required geotechnical report, described above. All grading and other earthwork projects require permits from the LADBS, whose standards ensure that impacts related to construction on such soils are limited to less than significant levels. In addition, all grading and other site preparation must be done in compliance with the LAMC, Chapter IX, Division 70, which addresses grading, fills, and excavations.

Because any project that could occur under the Proposed Plans would be subject to the recommendations of the geotechnical report as well as to the requirements of the applicable portion of the LAMC, impacts would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.6-7 **Would implementation of the Proposed Plans have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

No impact would occur.

The City of Los Angeles has a standing policy and per LAMC 64.12 all new development must be connected

to the City's sewer system as part of the conditions of approval.[30] No part of the Harbor LA CPAs are lacking in sewer service; therefore, ***no impact*** would occur.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

No Impact.

Threshold 4.6-8 Would implementation of the Proposed Plans directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

This impact would be less than significant with mitigation.

Unique Geological Feature. Earth moving activities may alter landforms in various ways, including lowering ridgelines, covering wetlands, filling canyons, or removing rock outcrops. The Proposed Plans would not interfere with policies or regulations protecting unique geologic features. Furthermore, the LABC includes requirements for excavations, fills, and the planting and irrigation of graded slopes. There are no identified unique geological features in the Harbor LA CPAs that would be affected by the Proposed Plans. Therefore, there is ***no impact*** to unique geological features.

Unique Paleontological Resources and Sites. As described in **Section 4.6.1**, **Existing Environmental Setting,** the Harbor LA CPAs are located in the Harbor Geologic Subregion. This subregion within the Harbor LA CPAs is underlain by younger and older surficial deposits.[31] Younger deposits are unconsolidated silt, clay, sand, and gravel alluvium; these make up the deposits in the harbor and drainages entering from the Dominguez Channel on the northeast, and along Western Avenue and I-110 freeway south of Pacific Coast Highway. As these sediments increase in age with depth, subsurface sediments may have high paleontological sensitivity as few as five feet below ground surface. Therefore, paleontological resources may be present in fossil-bearing sediments in relatively shallow depths below much of the Harbor LA CPAs. Ground disturbing

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30 City of Los Angeles Engineering, S Permit, available online at: https://engpermitmanual.lacity.org/sewer-s-permits/permit-overview/1-s-permit-purpose-definition , accessed July 24, 2023.

31 City of Los Angeles, *General Plan Framework Element FEIR*, Section 2.17, Geologic/Seismic Conditions, available online at: https://planning.lacity.org/odocument/a20d591e-d01b-4b09-a7fb-61f9657f1042/GPF_FEIR_DEIR2.17_p1-35.pdf, accessed September 15, 2022.

activities that include excavation greater than five feet below ground surface have the potential to damage or destroy an unknown quantity of paleontological resources in this area.

In general, the potential for a specific development to result in negative impacts to paleontological resources is directly proportional to the amount of ground disturbance associated with the development; thus, the higher the amount of ground disturbances within geological units with a known paleontological sensitivity, the greater the potential for adverse impacts to paleontological resources. Development involving subsurface parking would have a high potential for major excavation that could impact subsurface resources. Therefore, activities resulting from any reasonably anticipated development from the Proposed Plans, which includes construction-related and earth-disturbing activities could damage or destroy fossils in these geologic units, resulting in a ***potentially significant impact***.

Mitigation Measures

MM GEO-1 **Paleontological Resources**. For all discretionary projects that are excavating earth for two or more subterranean levels within previously undisturbed land or below previously excavated depths within native soils, a determination shall be made using all reasonable methods to determine the potential that paleontological resources are present on the project site, including through searches of databases and records, and surveys. If there is a medium to high potential that paleontological resources are located on the project site and it is possible that these resources will be impacted, monitoring will be conducted for all excavation, grading or other ground disturbance activities to identify any resources and avoid potential impacts to such resources as follows:

- **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of construction, the paleontological monitor shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is(are) scientifically significant, the paleontological monitor shall complete the next two steps.

- **Fossil Salvage.** The Qualified Paleontologist or designated paleontological monitor shall recover intact fossils. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such

as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any fossils shall be handled and deposited consistent with a mitigation plan prepared by the paleontological monitor.

- **Paleontological Resource Construction Monitoring**. Additional ground disturbing construction activities (including grading, trenching, foundation work and other excavations) in undisturbed sediments, below five feet, with high paleontological sensitivity shall be monitored on a full-time basis by a Qualified Paleontologist or designated paleontological monitor during initial ground disturbance. If the paleontological monitor determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall be reinstated if any new or unforeseen deeper ground disturbances are required.

MM GEO-2 **Treatment of Paleontological Resources**. If a probable paleontological resource is uncovered during earthwork or construction, all work shall cease within a minimum distance of 50 feet from the find until a Qualified Paleontologist has been retained to evaluate the find in accordance with the Society of Vertebrate Paleontology's Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Temporary flagging shall be installed around the find in order to avoid any disturbance from construction equipment. Any paleontological materials that are uncovered shall not be moved or collected by anyone other than a Qualified Paleontologist or his/her designated representative such as a Paleontological Monitor. If cleared by the Qualified Paleontologist, Ground Disturbance Activities may continue unimpeded on other portions of the site. The found deposit(s) shall be treated in accordance with the Society of Vertebrate Paleontology's Standard Procedures. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed by Qualified Paleontologist. A report that describes the resource and its disposition, as well as the assessment methodology, shall be prepared by the Qualified Paleontologist according to current professional standards and maintained pursuant to the proof of compliance requirements in Subsection I.D.6. If appropriate, the report should also contain the Qualified Paleontologist's recommendations for the preservation, conservation, and curation of the resource at a

suitable repository, such as the Natural History Museum of Los Angeles County, with which the Applicant or Owner must comply.

MM GEO-3 **Notification of Intent to Excavate Language.** For all projects not subject to **MM-GEO-1** that are seeking excavation or grading permits, the Department of Building and Safety shall issue the following notice and obtain an acknowledgement of receipt of the notice from applicants:

- California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

- PRC Section 5097.5 provides protection for cultural and paleontological resources, where Section 5097.5(a) states, in part, that: "A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands."

- California Code of Regulations, Title 14, Section 4307(a) states that: "No person shall destroy, disturb, mutilate, or remove earth, sand, gravel, oil, minerals, rocks, paleontological features, or features of caves."

- Best practices to ensure unique geological and paleontological resources are not damaged include compliance with **MM GEO-2**.

Significance After Mitigation

Implementation of **Mitigation Measures MM GEO-1**, **GEO-2**, and **GEO-3** would reduce impacts to paleontological resources to a less-than-significant level by ensuring potential resources are identified and either avoided or recovered.

Less than Significant with Mitigation

4.6.6 CUMULATIVE IMPACTS

Future development under the Proposed Plans would not foreseeably exacerbate any seismic conditions in the Harbor LA CPAs. This includes fault rupture, seismic-related ground failure, substantial erosion or the loss of topsoil, landslides, lateral spreading, subsidence, collapse, and unstable soil. In addition, no development would occur in areas that do not have existing sewer service as the Proposed Plans do not permit development in areas that do not have existing sewer service. Therefore, it is not anticipated that the Proposed Plans would contribute to a cumulatively considerable increase in risk associated with geologic hazards.

Cumulative development throughout Los Angeles could potentially disturb known and currently unknown paleontological resources that could be present throughout the City. It is anticipated that citywide development would have the potential to disturb paleontological resources. Potentially significant cumulative paleontological resource impacts could, however, be mitigated to a less than significant level through resource avoidance or recovery on a case by-case basis. As discussed under **Threshold 4.6-8**, the Proposed Plans could potentially disturb paleontological resources that may be present in the Harbor LA CPAs. However, **Mitigation Measures MM GEO-1**, **GEO-2** and **GEO-3** are expected to reduce these impacts to a less than significant level. Therefore, the Proposed Plans would not result in a cumulatively considerable contribution to a significant impact with respect to geology, soils and paleontological resources as **Mitigation Measures MM GEO-1**, **GEO-2**, and **GEO-3** would ensure on-site resources are protected or recovered.

4.6.7 REFERENCES

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4.7 GREENHOUSE GAS EMISSIONS

4.7.1 INTRODUCTION

This section evaluates potential impacts related to greenhouse gas (GHG) emissions. GHGs are emitted by both natural processes and human activities, specifically impacts resulting from construction and operation of the Harbor LA Community Plans Update, which includes the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan (hereinafter, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans"). The accumulation of GHGs in the atmosphere regulates Earth's temperature. The State of California has undertaken initiatives designed to address the effects of GHGs, and to establish targets and emission reduction strategies for GHG emissions in California. The GHG data supporting this section is included as **Appendix 4.7, Greenhouse Gases,** to this EIR. The analysis of GHG emissions and climate change is unique under CEQA, largely because of the global nature of climate change. Typical CEQA analyses address local actions that have local – or regional – impacts, whereas climate change analyzes the relationship between local activities and the resulting potential, if any, for global environmental impacts. Based on this, the focus of GHG emission analysis is on cumulative impacts. As provided by the State Natural Resources Agency in the latest update to the *State CEQA Guidelines* Section 15064.4(b): "In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effect of climate change."

4.7.2 EXISTING ENVIRONMENTAL SETTING

GHG Emissions and Climate Change

Earth's natural warming process is known as the "greenhouse effect." The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. Certain atmospheric gases, known as GHGs, act as an insulating blanket for solar energy to keep the global average temperature in a suitable range for life support. These GHGs keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the natural greenhouse effect, the Earth's surface would be about 61°F cooler.[1] It is normal for Earth's temperature to fluctuate over extended periods of time. Over the past one hundred years, Earth's average global temperature has generally increased by 1°F. In some regions of the world, the increase has been as much as 4°F.

1 California Environmental Protection Agency, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, 2006.

Scientists studying the particularly rapid rise in global temperatures during the late 20th century believe that natural variability alone does not account for that rise. Rather, human activity spawned by the industrial revolution has likely resulted in increased emissions of carbon dioxide (CO_2) and other forms of GHGs, primarily from the burning of fossil fuels (i.e., during motorized transport, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.) and deforestation, as well as agricultural activity and the decomposition of solid waste.[2]

GHG Pollutants and Effects

The California Global Warming Solutions Act of 2006 (discussed in the following pages) defined GHGs to include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulfur hexafluoride (SF_6), and nitrogen trifluoride. Black carbon also contributes to global warming, but it is a solid particle or aerosol, not a gas. A general description of each GHG discussed in this section is provided in **Table 4.7-1, Description of Greenhouse Gases**. CO_2 is the most abundant GHG. Other GHGs are less abundant but have higher global warming potential (discussed below) than CO_2. Thus, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, referred to as CO_2 equivalents and denoted as CO_2e. Forest fires, decomposition of organic material, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

Table 4.7-1
Description of Greenhouse Gases

Pollutant	General Description
Carbon Dioxide (CO_2)	CO_2 is an odorless, colorless GHG, which has both natural and man-made sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing; manmade sources of CO_2 are burning coal, oil, natural gas, and wood.
Methane (CH_4)	CH_4 is a flammable gas and is the main component of natural gas. When one molecule of CH_4 is burned in the presence of oxygen, one molecule of CO_2 and two molecules of water are released. There are no ill health effects from CH_4. A natural source of CH_4 is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain CH_4, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	N_2O is a colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, racecars, and as an aerosol spray propellant.

2 Center for Climate and Energy Solutions, *Climate Change 101*, 2011.

Pollutant	General Description
Hydrofluorocarbons (HFCs)	HFCs are synthetic man-made chemicals that are used as a substitute for chlorofluorocarbons (CFCs) for automobile air conditioners and refrigerants. CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, non-toxic, and nonflammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.
Black Carbon /a/	Black Carbon. Black carbon is the most strongly light-absorbing component of particulate matter emitted from burning fuels such as coal, diesel, and biomass.

Source: Association of Environment Professionals, Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, 2007.
/a/ Black carbon contributes to global warming, but it is a solid particle or aerosol, not a gas.

Global Warming Potential

Global Warming Potential (GWP) is one type of simplified index based upon radiative properties that is used to estimate the potential future impacts of emissions of different gases upon the climate system in a relative sense. GWP is based on a number of factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years) relative to that of CO_2. A summary of the atmospheric lifetime and GWP of selected gases is presented in **Table 4.7-2, Atmospheric Lifetimes and Global Warming Potential for Greenhouse Gases**.

Table 4.7-2
Atmospheric Lifetimes and Global Warming Potential for Greenhouse Gases

Greenhouse Gas	Lifetime (Years)	Global Warming Potential Factor (20-Year)	Global Warming Potential Factor (100-Year)
Carbon Dioxide	100	1	1
Nitrous Oxide	121	264	298
Nitrogen Trifluoride	500	12,800	16,100
Sulfur Hexafluoride	3,200	17,500	23,500
Perfluorocarbons	3,000-50,000	5,000-8,000	7,000-11,000
Black Carbon	days to weeks	270-6,200	100-1,700
Methane	12	84	25
Hydrofluorocarbons	Uncertain	100-11,000	100-12,000

Source: CARB, Climate Change Scoping Plan First Update, 2013.
Note: "Global Warming Potential" is a relative measure of how much heat a GHG traps in the atmosphere, as compared to CO_2.

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources though potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Long-term trends have found that each of the past three decades has been warmer than all the previous decades in the instrumental record, and the decade from 2000 through 2010 has been the warmest. The observed global mean surface temperature for the decade from 2006 to 2015 was approximately 0.87 °C (0.75°C to 0.99°C) higher than the average over the period from 1850 to 1900. Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature obtained from station observations are in agreement that air and sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades.[3,4]

According to California's Fourth Climate Change Assessment, statewide temperatures from 1986 to 2016 were approximately 1°F to 2°F higher than those recorded from 1901 to 1960. Potential impacts of climate change in California may include loss in water supply from snowpack, sea level rise, more extreme heat

3 IPCC, *5th Assessment Report*, 2014, available online at: https://archive.ipcc.ch/publications_and_data/publications_and_data.shtml, accessed July 21, 2023.

4 IPCC, *Special Report on the Impacts of Global Warming*, 2018.

days per year, more large forest fires, and more drought years. While there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. In addition to statewide projections, California's Fourth Climate Change Assessment includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state as well as regionally specific climate change case studies.[5] Below is a summary of some of the potential effects that could be experienced in California as a result of climate change.

Air Quality. Higher temperatures, which are conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. As temperatures have increased in recent years, the areas burned by wildfires throughout the state has increased, and wildfires have been occurring at higher elevations in the Sierra Nevada Mountains.[6] If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality would worsen. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thereby ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state.[7]

Water Supply. Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. However, the average early spring snowpack in the western United States, including the Sierra Nevada Mountains, decreased by about 23 percent from 1955 to 2022.[8] Severe storms in the 2022-2023 season led to a snowpack's snow water equivalent of 61.1 inches, or 237 percent of average for April in California.[9] The Sierra snowpack provides the majority of California's water supply by accumulating

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5 State of California, *California's Fourth Climate Change Assessment Statewide Summary Report*, 2018.

6 *Ibid*.

7 California Natural Resources Agency, *California Climate Adaptation Strategy*, 2009.

8 U.S. EPA, *Climate Change Indicators: Snowpack*, 2022, available at: https://www.epa.gov/climate-indicators/climate-change-indicators-snowpack, accessed July 21, 2023.

9 California Department of Water Resources, *California's Snowpack is Now One of the Largest Ever, Bringing Drought Relief, Flooding Concerns,* April 2023.

snow during the state's wet winters and releasing it slowly during the state's dry springs and summers. While the 2023 winter provided an increase to the snowpack, a warmer climate in future years is predicted to reduce the fraction of precipitation falling as snow and result in less snowfall at lower elevations, thereby reducing the total snowpack.[10,11] Notwithstanding the 2023 snowpack, the State of California projects that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050.[12]

Hydrology and Sea Level Rise. As discussed above, climate change could potentially affect the amount of snowfall, rainfall, and snowpack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide, and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for saltwater intrusion. Climate change has the potential to induce substantial sea level rise in the coming century.[13] The rising sea level increases the likelihood and risk of flooding. The rate of increase of global mean sea levels over the 2001-2010 decade, as observed by satellites, ocean buoys and land gauges, was approximately 3.2 millimeter per year, which is double the observed 20th century trend of 1.6 millimeter per year.[14] As a result, global mean sea levels averaged over the last decade were about 8 inches higher than those of 1880.[15]

Sea levels are rising faster now than in the previous two millennia, and the rise is expected to accelerate, even with robust GHG emission control measures. The most recent Intergovernmental Report on Climate Change (IPCC) report predicts a mean sea–level rise of 10 to 37 inches by 2100.[16] A rise in sea levels could completely erode 31 to 67 percent of southern California beaches, result in flooding of approximately 370 miles of coastal highways during 100-year storm events, jeopardize California's water supply due to salt water intrusion, and induce groundwater flooding and/or exposure of buried infrastructure.[17] In addition, increased CO_2 emissions can cause oceans to acidify due to the carbonic acid it forms. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

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10 California Department of Water Resources, *Managing an Uncertain Future: Climate Change Adaption Strategies for California's Water*, 2008.

11 State of California, *California's Fourth Climate Change Assessment Statewide Summary Report*, 2018.

12 *Ibid.*

13 *Ibid.*

14 World Meteorological Organization, *A Summary of Current and Climate Change Findings and Figures: A WMO Information Note*, 2013.

15 *Ibid.*

16 IPCC, *Special Report on the Impacts of Global Warming*, 2018.

17 State of California, *California's Fourth Climate Change Assessment Statewide Summary Report*, 2018.

Agriculture. California has a $50 billion annual agricultural industry that produces over a third of the country's vegetables and two-thirds of the country's fruits and nuts.[18] Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent; water demand could increase as hotter conditions lead to the loss of soil moisture; crop-yield could be threatened by water-induced stress and extreme heat waves; and plants may be susceptible to new and changing pest and disease outbreaks.[19] In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality.[20]

Ecosystems and Wildlife. Climate change and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists project that the annual average maximum daily temperatures in California could rise by 4.4 to 5.8°F in the next 50 years and by 5.6 to 8.8°F in the next century.[21] Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals related to (1) timing of ecological events; (2) geographic distribution and range; (3) species' composition and the incidence of nonnative species within communities; and (4) ecosystem processes, such as carbon cycling and storage.[22,23]

Statewide GHG Emissions

The California Air Resources Board (CARB) compiles GHG inventories for the State of California. According to CARB's 2022 emission inventory,[24] 2020 emissions from GHG emitting activities statewide were 369.2 million metric tons of carbon dioxide equivalent ($MMTCO_2e$), 35.3 $MMTCO_2e$ lower than 2019 levels and 61.8 $MMTCO_2e$ below the 2020 GHG limit of 431 $MMTCO_2e$ established through AB 32 and CARB's subsequent Scoping Plans. The 2019 to 2020 decrease in emissions is likely due in large part to the impacts of the COVID-19 pandemic.[25] Economic recovery from the pandemic may result in emissions

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18 California Department of Food and Agriculture, *California Agricultural Production Statistics*, 2018.

19 State of California, *California's Fourth Climate Change Assessment Statewide Summary Report*, 2018.

20 California Climate Change Center, *Climate Scenarios for California*, 2006.

21 State of California, *California's Fourth Climate Change Assessment Statewide Summary Report*, 2018.

22 Parmesan, C. August, *Ecological and Evolutionary Responses to Recent Climate Change*, 2006.

23 State of California, *California's Fourth Climate Change Assessment Statewide Summary Report*, 2018.

24 CARB, *California Greenhouse Gas Emissions for 2000 to 2020, Tends of Emissions and Other Indicators*, released October 26, 2022. Available online at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf. Accessed July 21, 2023.

25 CARB's 2022 Sustainable Communities Progress Report shows that prior to the pandemic in 2019 no Metropolitan Planning Organization (except Tahoe) was on-track to meet 2020 SB 375 targets for reductions in light duty vehicle emissions as compared to 2005. (SCAG is the MPO that includes the City of Los Angeles.) CARB determined that if the state's 18 MPOs' all met the SB 375 GHG cars and light-duty trucks emission reduction targets set by CARB

increases over the next few years. As such, the total 2020 reported emissions are likely an anomaly, and any near-term increases in annual emissions should be considered in the context of the pandemic. The most notable highlights in the 2022 edition inventory include:

- The transportation sector showed the largest decline in emissions of 27 $MMTCO_2e$ (16 percent) compared to 2019. This decrease was most likely from light duty vehicles after shelter-in-place orders were enacted in response to the COVID-19 pandemic.

- Industrial sector emissions dropped 7 $MMTCO_2e$ (9 percent) compared to 2019. The decrease is driven by lower emissions from both the refining sector and the oil and gas production sector.

- Electricity sector emissions remained at a similar level as in 2019 despite a 44 percent decrease in in-state hydropower generation (due to below average precipitation levels), which was more than compensated for by a 10 percent growth in in-state solar generation and cleaner imported electricity incentivized by California's clean energy policies.

- Between 2019 and 2020, California's Gross Domestic Product (GDP) contracted 2.8 percent while the GHG intensity of California's economy (GHG emissions per unit GDP) decreased 6.2 percent.

Table 4.7-3, GHG Emissions in California, provides a summary of GHG emissions reported in California in 2000 and 2020 separated by categories defined by the United Nations Intergovernmental Panel on Climate Change (IPCC).

in 2018, an 18 percent reduction in per capita VMT (from cars and light- duty trucks) would be achieved by 2035. In the target re-setting report, CARB indicated that to meet the statewide reduction goals set forth by SB 32 and the 2017 Scoping Plan, the state would need to reduce per capita GHG emissions from cars and light-duty trucks by 25 percent by 2035, resulting in a 7 percent gap between the 18 percent emissions reductions targets set for the regions (averaged for the 18 MPOs and compared to a baseline year of 2005). The 2022 Scoping Plan does not update SB 375 GHG reduction targets, but it does set aggressive VMT reduction targets for the years 2030 (25 percent as compared to 2019) and 2045 (30 percent as compared to 2019).

Table 4.7-3
GHG Emissions in California

Source Category	2000 ($MMTCO_2e$)	Percent of Total	2020 ($MMTCO_2e$)	Percent of Total
Energy	**404.9**	**87.7%**	**293.7**	**80.0%**
Energy Industries	158.3	--	96.4	--
Manufacturing Industries & Construction	17.5	--	13.4	--
Transport	177.1	--	136.9	--
Other Sectors (Residential/Commercial/Institutional)	44.8	--	38.2	--
Fugitive Emissions from Solid Fuels	0.0	--	0.0	--
Fugitive Emissions from Oil & Natural Gas	6.2	--	7.8	--
Fugitive Emissions from Geothermal Energy Production	1.1	--	0.9	--
Pollution Control Devices	0.0	--	0.00	--
Industrial Processes & Product Use	**19.3**	**4.2%**	**33.8**	**9.0%**
Mineral Industry	5.6	--	4.8	--
Chemical Industry	0.1	--	0.00	--
Metal Industry	0.1		0.00	
Non-Energy Products from Fuels & Solvent Use	2.5	--	1.7	--
Electronics Industry	0.2	--	0.3	--
Substitutes for Ozone Depleting Substances	5.6	--	20.8	--
Other Product Manufacture and Use	1.5	--	1.2	--
Other	3.7	--	5.0	--
Agriculture, Forestry, & Other Land Use	**28.4**	**6.1%**	**30.8**	**8.0%**
Livestock	19.1	--	22.6	--
Aggregate Sources & Non-CO_2 Sources on Land	9.3	--	8.2	--
Waste	**9.3**	**2.0%**	**10.9**	**3.0%**
Solid Waste Disposal	7.0	--	8.5	--
Biological Treatment of Solid Waste	0.1	--	0.4	--
Wastewater Treatment & Discharge	2.1	--	2.0	--
Emissions Summary				
Gross California Emissions	**461.9**		**369.2**	

Sources:

[1] *CARB, California Greenhouse Gas Inventory for 2000-2020 - by IPCC Category. Last updated October 26, 2022. Available online at https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/ghg_inventory_ipcc_sum_2000-20.pdf. 2020 is the most recent year of available data and the comparison to the year 2000 is intended to illustrate the changes in GHG emissions over a 20-year period.*

Local GHG Emissions

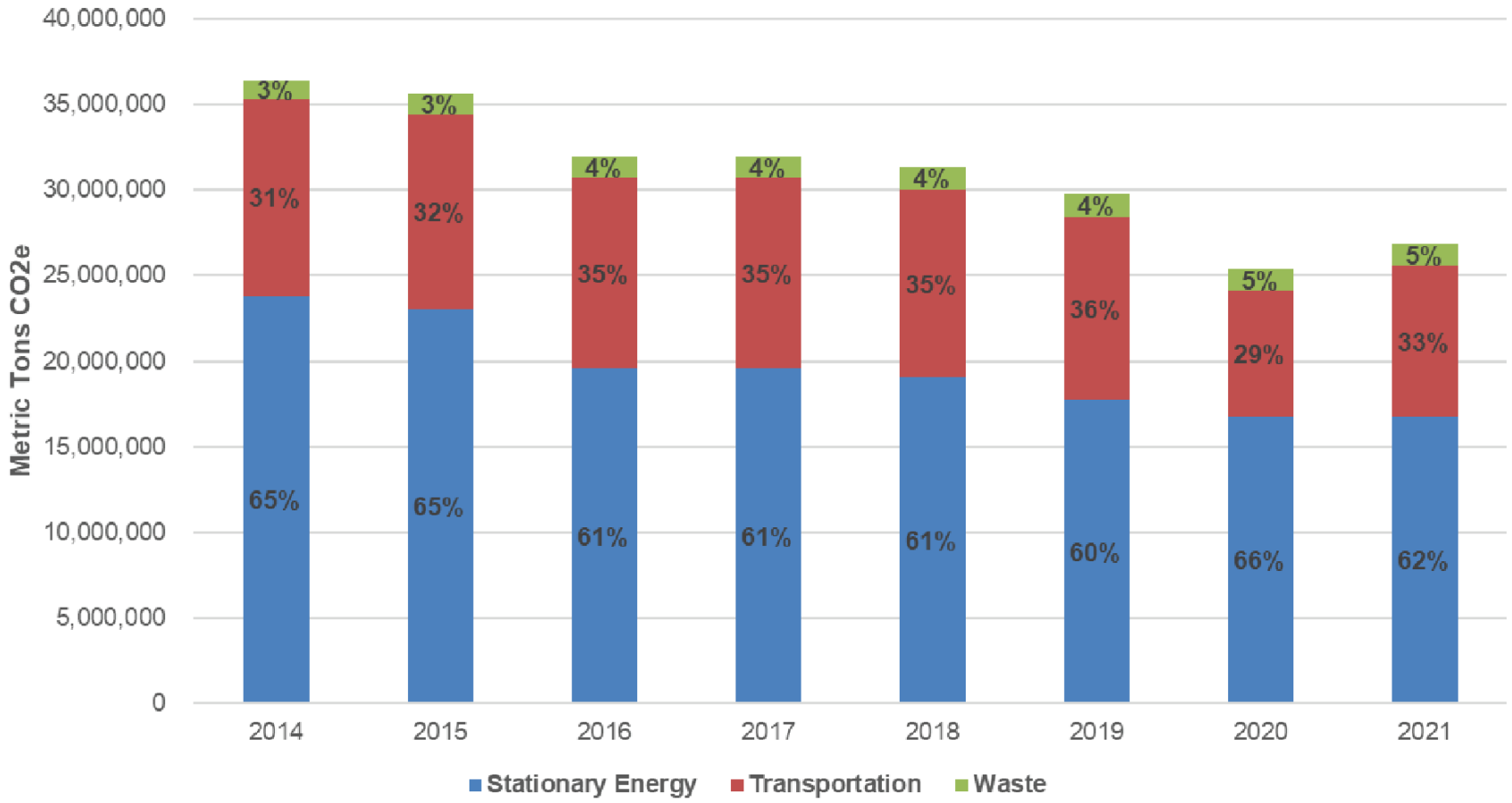
As part of the Sustainable City pLAn (Green New Deal), the City began tracking its GHG emissions inventory and progress in control strategies to reduce emissions in annual reports. Consistent with state-

level regulatory initiatives to reduce GHG emissions, the City selected the 1990 GHG emissions level of 54.1 $MMTCO_2e$ as the comparative baseline for determining the efficacy of emission control strategies. According to City of Los Angeles' 2021 Community Greenhouse Gas Inventory, the City has reduced GHG emissions to 29 percent below 1990 levels as of 2021.[26] Los Angeles currently has an interim target of 50 percent reduction by 2025.[27] The 2021 Community Greenhouse Gas Inventory determined that emissions were reduced to 26.9 percent below 1990 levels in the 2020–2021 reporting year. The chart below displays the total annual emissions for the City between 2014–2021 and the contributions by sector.[28] Within the City, the combination of stationary (i.e., building envelope energy) and transportation sources comprise approximately 95 percent of total GHG emissions. The City is also currently striving to decarbonize the Los Angeles electricity grid by 2035 which will play a large part in reduction of stationary energy emissions. See **Figure 4.7-1, BASIC Emissions by Sector,** for Los Angeles' community GHG inventory by sector.

26 City of Los Angeles, *2021 Community Greenhouse Gas Inventory*, 2023, available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdg4/~edisp/cnt088358.pdf, accessed July 21, 2023.

27 City of Los Angeles, *2021 Community Greenhouse Gas Inventory*, 2023, available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdg4/~edisp/cnt088358.pdf, accessed July 21, 2023.

28 City of Los Angeles, *2021 Community Greenhouse Gas Inventory*, 2023, available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdg4/~edisp/cnt088358.pdf, accessed July 21, 2023.



SOURCE: City of Los Angeles, 2023

FIGURE **4.7-1**

IMPACT SCIENCES

BASIC Emissions by Sector

4.7.3 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding GHGs at the international, federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Intergovernmental Panel on Climate Change
- U.S.–China Climate Agreement
- Paris United Nations Framework Convention on Climate Change (Paris Accord)
- North American Climate, Clean Energy, and Environment Partnership Action Plan
- Federal Clean Air Act
- Corporate Average Fuel Economy (CAFE) Standards
- Energy Independence and Security Act
- California Air Resources Board
- Statewide GHG Reduction Targets and Scoping Plans
- *State CEQA Guidelines*
- SCAG Regional Transportation Plan/Sustainable Communities Strategy
- South Coast Air Quality Management District CEQA Guidance
- Los Angeles Green New Deal
- City of Los Angeles Green Building Code
- City of Los Angeles General Plan
- Existing Buildings Energy and Water Efficiency (EBEWE) Ordinance

International

Intergovernmental Panel on Climate Change. The World Meteorological Organization (WMO) and United Nations Environmental Program (UNEP) established the IPCC in 1988. The goal of the IPCC is to evaluate the risk of climate change caused by human activities. Rather than performing research or monitoring climate, the IPCC relies on peer-reviewed and published scientific literature to make its assessment. While not a regulatory body, the IPCC assesses information (i.e., scientific literature) regarding human-induced climate change and the impacts of human-induced climate change and recommends options to policy makers for the adaptation and mitigation of climate change. The IPCC reports its evaluations in special reports called assessment reports. The latest assessment report (i.e., Fifth Assessment Report, consisting of three working group reports and a synthesis report based on the first three reports) was published in 2013 and finalized in November 2014.[29] In the Fifth Assessment Report, the IPCC stated

[29] IPCC, "Reports and Publication Data," available online at: https://archive.ipcc.ch/publications_and_data/publications_and_data.shtml, accessed July 21, 2023.

that global temperature increases since 1951 were extremely likely attributable to man-made activities (greater than 95 percent certainty).[30] The IPCC released the Synthesis Report for the Sixth Assessment Report in March of 2023 but the Sixth Assessment Report has not yet been released.[31]

U.S.–China Climate Agreement. In November 2014, the United States and China made a joint announcement to cooperate on combating climate change and promoting clean energy. In the United States, President Barack Obama announced a climate target to reduce GHG emissions by 26 to 28 percent below 2005 levels by 2025. In China, President Xi Jinping announced a climate target to reduce peak CO_2 emissions by 2030 and to increase the renewable energy share across all sectors to 20 percent by 2030. China will need to build an additional 800 to 1,000 gigawatts of nuclear, wind, solar, and other zero emission generation capacity by 2030 to reach this target. Together, the United States and China have agreed to: expand joint clean energy research and development at the U.S.-China Clean Energy Research Center, advance major carbon capture, use and storage demonstrations, enhance cooperation on HFCs, launch a climate-smart/low-carbon cities initiative, promote trade in green goods, and demonstrate clean energy on the ground.[32]

Paris United Nations Framework Convention on Climate Change (Paris Accord). A new international climate change agreement was adopted at the Paris United Nations Framework Convention on Climate Change conference in December 2015. The last two climate conferences in Warsaw (2013) and Lima (2014) decided that countries were to submit their proposed emissions reduction targets for the 2015 conference as "intended nationally determined contributions" prior to the Paris conference. The European Union has committed to an economy-wide, domestic GHG reduction target of 40 percent below 1990 levels by 2030. The United States has set its intended nationally determined contribution to reduce its GHG emissions by 26 to 28 percent below its 2005 level in 2025 and to make best efforts to reduce its emissions by 28 percent. These targets are set with the goal of limiting global temperature rise to well below 2 degrees Celsius and getting to the 80 percent emission reduction by 2050.

In June 2017, the U.S. announced its intent to withdraw from the Paris Accord with an effective date of withdrawal of November 2020. On Friday, February 19, 2021, the United States formally rejoined the Paris Agreement.

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30 IPCC, *Climate Change 2013 The Physical Science Basis*, 2013.

31 IPCC, *AR6 Synthesis Report: Climate Change 2023*, available online at: https://www.ipcc.ch/report/sixth-assessment-report-cycle/, accessed July 21, 2023.

32 The White House, *Fact Sheet: U.S.-China Joint Announcement on Climate Change and Clean Energy Cooperation*, November 11, 2014.

In an effort to reach the goals set by the Paris Accord, over 9,000 cities and local governments from 132 countries across the world formed the Global Covenant of Mayors (GCoM) with the goal of collectively reducing 1.3 billion tons of CO_2 emissions per year by 2030.[33] 158 cities within the United States joined the GCoM (prior to the US formally rejoining the Paris Accord), including the City of Los Angeles.[34]

North American Climate, Clean Energy, and Environment Partnership Action Plan. The North American Climate, Clean Energy, and Environment Partnership Action Plan was announced by Prime Minister Justin Trudeau, President Barack Obama, and President Enrique Peña Nieto on June 29, 2016, at the North American Leaders Summit in Ottawa, Canada. This Action Plan identifies the deliverables to be achieved and activities to be pursued by the three countries as part of this enduring Partnership. The three leaders declared their common vision in a historic North American Climate, Clean Energy, and Environment Partnership, described in a Leaders' Statement and Action Plan that details the actions our leaders will pursue. These actions include:

- Setting a target to increase clean power to 50 percent of the electricity generated across North America by 2025;
- Reducing methane emissions from the oil and gas sector by 40 to 45 percent by 2025;
- Strengthening standards for energy efficiency and vehicle emissions, including aligning energy efficiency standards that will amount to over four billion per year in annual savings for United States businesses and consumers by 2025;
- Strengthening vehicle efficiency, improving fuel quality, and reducing tailpipe pollutants;
- Affirming their support for joining and implementing the Paris Agreement this year and committing to work together to address climate issues through the Montreal Protocol, International Civil Aviation Organization, G-20, and other forums; and
- Celebrating our strong environmental cooperation, including expanding cooperation on early warning systems for natural disasters, supporting habitat for migratory species including Monarchs and birds, and developing action plans to combat wildlife trafficking.

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33 Global Covenant of Mayors for Climate & Energy Change, "About Us," available online at: https://www.globalcovenantofmayors.org/about/, accessed July 21, 2023.

34 Global Covenant of Mayors for Climate & Energy. "City Search, USA." available online at: https://www.globalcovenantofmayors.org/region/usa/ , accessed July 21, 2023.

Federal

Federal Clean Air Act. The United States Environmental Protection Agency (U.S. EPA) is responsible for implementing federal policy to address GHGs. The United States Supreme Court (Supreme Court) ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that CO_2 and other GHGs are pollutants under the federal Clean Air Act (CAA), which the U.S. EPA must regulate if it determines they pose an endangerment to public health or welfare. In December 2009, U.S. EPA issued an endangerment finding for GHGs under the Clean Air Act, setting the stage for future regulation.

The Federal Government administers a wide array of public-private partnerships to reduce the GHG intensity generated in the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. U.S. EPA implements numerous voluntary programs that contribute to the reduction of GHG emissions. These programs (e.g., the ENERGY STAR labeling system for energy-efficient products) play a significant role in encouraging voluntary reductions from large corporations, consumers, industrial and commercial buildings, and many major industrial sectors.

Corporate Average Fuel Economy (CAFE) Standards. In response to the *Massachusetts v. Environmental Protection Agency* ruling, President George W. Bush issued Executive Order 13432 in 2007, directing the U.S. EPA, the United States Department of Transportation (U.S. DOT), and the United States Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. The National Highway Traffic Safety Administration (NHTSA) subsequently issued multiple final rules regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011 and later for model years 2012-2016, and 2017-2021. In March 2020, the U.S. DOT and the U.S. EPA issued the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amends existing CAFE standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026.[35] These standards set a combined fleet wide average of 36.9 to 37 for the model years affected.[36]

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program would reduce GHG emissions and fuel consumption for the

35 U.S. Environmental Protection Agency, *Final Rule for Model Year 2021 - 2026 Light-Duty Vehicle Greenhouse Gas Emission Standards and Corporate Average Fuel Economy Standards*, April 30, 2020.

36 National Highway Traffic Safety Administration (NHTSA), *Corporate Average Fuel Economy standards.*

affected vehicles by 6 to 23 percent over the 2010 baselines. Building on the first phase of standards, in August 2016, the U.S. EPA and NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The Phase 2 standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons.[37]

Energy Independence and Security Act. The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the U.S. EPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."[38]

Global Change Research Act (1990). In 1990, Congress passed—and the President signed—Public Law 101-606, the Global Change Research Act.[39] The purpose of the legislation was: "...to require the establishment of a United States Global Change Research Program aimed at understanding and responding to global change, including the cumulative effects of human activities and natural processes on the

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37 U.S. EPA, *EPA and NHTSA Adopt Standards to Reduce GHG and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles for Model Year 2018 and Beyond,* August 2016.

38 A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

39 Global Change Research Act (Public Law 101-606, 104 Stat. 3096-3104). 1990, available online at: https://www.govinfo.gov/content/pkg/STATUTE-104/pdf/STATUTE-104-Pg3096.pdf, accessed July 21, 2023.

environment, to promote discussions towards international protocols in global change research, and for other purposes." To that end, the Global Change Research Information Office was established in 1991 to serve as a clearinghouse of information. The Act requires a report to Congress every four years on the environmental, economic, health and safety consequences of climate change; however, the first and only one of these reports to date, the National Assessment on Climate Change, was not published until 2000. In February 2004, operational responsibility for GCRIO shifted to the U.S. Climate Change Science Program.

National Fuel Efficiency Policy. On May 19, 2009, the president announced a new National Fuel Efficiency Policy aimed at increasing fuel economy and reducing GHG pollution. This policy is expected to increase fuel economy by more than five percent by requiring a fleet-wide average of 35.5 miles per gallon by 2016 starting with model year 2012.

Fuel Economy Standards. On September 15, 2009, the U.S. EPA and the NHTSA issued a joint proposal to establish a national program consisting of new standards for model year 2012 through 2016 light-duty vehicles that will reduce GHG emissions and improve fuel economy. The proposed standards were to be phased in and require passenger cars and light-duty trucks to comply with a declining emissions standard. In 2012, passenger cars and light-duty trucks were required to meet an average emissions standard of 295 grams of CO_2 per mile and 30.1 miles per gallon. By 2016, the vehicles were required to meet an average standard of 250 grams of CO_2 per mile and 35.5 miles per gallon. The final standards were adopted on April 1, 2010.

On December 7, 2009, the U.S. EPA Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA (42 United States Code Section 7521):

Endangerment Finding: The Administrator found that the current and projected concentrations of the six key well-mixed GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) in the atmosphere threaten the public health and welfare of current and future generations.

Cause or Contribute Finding: The Administrator found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution that threatens public health and welfare.

While these findings do not impose additional requirements on industry or other entities, this action is a prerequisite to finalizing the U.S. EPA's proposed GHG emissions standards for light-duty vehicles, which were jointly proposed by the U.S. EPA and the NHTSA. On April 1, 2010, the U.S. EPA and the NHTSA issued final rules requiring that by the 2016 model-year, manufacturers must achieve a combined average vehicle emission level of 250 grams CO_2 per mile, which is equivalent to 35.5 miles per gallon as measured by U.S. EPA standards.

On November 16, 2011, U.S. EPA and NHTSA issued a joint proposal to extend the national program of harmonized GHG and fuel economy standards to model year (MY) 2017 through 2025 passenger vehicles. In August 2012, President Obama finalized standards that will increase fuel economy to the equivalent of 54.5 mpg for cars and light-duty trucks by MY 2025.

On January 12, 2017, the U.S. EPA Administrator Gina McCarthy signed her determination to maintain the GHG emissions standards for model year MY 2022-2025 vehicles. Her final determination found that automakers are well positioned to meet the standards at lower costs than previously estimated.[40]

On March 15, 2017, U.S. EPA Administrator Scott Pruitt (preceded by McCarthy) and Department of Transportation Secretary Elaine Chao announced that the U.S. EPA intended to reconsider the final determination, issued on January 12, 2017, that recommended no change to the greenhouse gas standards for light duty vehicles for model years 2022- 2025.[41]

On April 2, 2018, the Administrator Pruitt signed the Mid-term Evaluation Final Determination which finds that the model year 2022-2025 greenhouse gas standards are not appropriate in light of the record before U.S. EPA and, therefore, should be revised.[42]

On September 19, 2019, under the Safer, Affordable, Fuel-Efficient (SAFE) Vehicles Rule, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHSTA) and the U.S. EPA issued the final "One National Program Rule." The rule states that federal law preempts state and local laws regarding tailpipe GHG emissions standards, zero emissions vehicle mandates, and fuel economy for automobiles and light duty trucks. The rule revokes California's Clean Air Act waiver and preempts California's Advanced Clean Car Regulations and may potentially impact SCAG's Connect SoCal and transportation projects in the SCAG region.[43,44]

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40 U.S. Environmental Protection Agency. *Midterm Evaluation of Light-Duty Vehicle Greenhouse Gas Emissions Standards for Model Years 2022-2025*, available online at: https://www.epa.gov/regulations-emissions-vehicles-and-engines/midterm-evaluation-light-duty-vehicle-greenhouse-gas, accessed July 21, 2023.

41 *Ibid.*

42 *Ibid.*

43 U.S. Department of Transportation and U.S. EPA, *One National Program Rule on Federal Preemption of State Fuel Economy Standards*, 2019, available online at: https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100XI4W.pdf, accessed October 29, 2019.

44 Southern California Association of Governments, *Final Federal Safer, Affordable, Fuel-Efficient Vehicles Rule Part I (Supplemental Report)*, 2019, available online at: http://www.scag.ca.gov/committees/CommitteeDocLibrary/EEC_Item8_RC_Item10%20Supplemental%20Report.pdf, accessed July 21, 2023.

On September 20, 2019, a lawsuit was filed by California and a coalition of 22 other states, and the cities of Los Angeles, New York and Washington, D.C., in the United States District Court for the District of Columbia (Case 1:19-cv-02826) challenging the SAFE Rule and arguing that EPA lacks the legal authority to withdraw the California waiver. In April 2021, the U.S. EPA announced it would reconsider its previous withdrawal and grant California permission to set more stringent climate requirements for cars and SUVs. On March 9, 2022, the U.S. EPA restored California's 2013 waiver to full force, including both its GHG standards and zero-emissions vehicles sales requirements.

Executive Order 13693. Issued on June 10, 2015, Executive Order 13693 — Planning for Federal Sustainability in the Next Decade. The goal of Executive Order 13693 is to maintain federal leadership in sustainability and GHG emission reductions. This Executive Order outlines forward-looking goals for federal agencies in the area of energy, climate change, water use, vehicle fleets, construction, and acquisition. Federal agencies shall, where life-cycle cost-effective, beginning in 2016:

- Reduce agency building energy intensity as measured in British Thermal Units per square foot by 2.5 percent annually through 2025;
- Improve data center energy efficiency at agency buildings;
- Ensure a minimum percentage of total building electric and thermal energy shall be from clean energy sources;
- Improve agency water use efficiency and management (including storm water management); and
- Improve agency fleet and vehicle efficiency and management by achieving minimum percentage GHG emission reductions.

Executive Order 13783. Issued on March 28, 2017, Executive Order 13783 — Promoting Energy Independence and Economic Growth — revokes multiple prior Executive Orders and memoranda including Executive Order 13653, the Power Sector Carbon Pollution Standards, Presidential Memorandum – Mitigating Impacts on Natural Resources from Development and Encouraging Related Private Investment, and Presidential Memorandum – Climate Change and National Security, as well as other federal reports and provisions. Executive Order 13783 represents a reversal on federal climate policy relative to the work of previous administrations and its objective is to reduce the regulatory framework applicable to GHG emissions to spur fossil fuel production. This Executive Order "established a national policy to promote the clean and safe development of our energy resources while reducing unnecessary

regulatory burdens" (Federal Register 2017).[45] The order also "directs the U.S. EPA to review existing regulations, orders, guidance documents and policies that potentially burden the development or use of domestically produced energy resources." As of April 2020, the Council on Environmental Quality (CEQ) is considering updating its National Environmental Policy (NEPA) implementing regulations and has issued a Notice of Proposed Rulemaking that incorporates Executive Order 13783.[46] How these proposed rule changes will affect GHG emissions cannot be predicted at this time.

Executive Order 13795. Issued on April 28, 2017, Executive Order 13795 — Implementing an America-First Offshore Energy Strategy — directs the "policy of the United States to encourage energy exploration and production, including on the Outer Continental Shelf, in order to maintain the Nation's position as a global energy leader and foster energy security and resilience for the benefit of the American people, while ensuring that any such activity is safe and environmental responsible."[47] The objective of the order is to expand the opportunity for offshore energy development by removing restrictions on resource exploration and extraction. This Executive Order prioritizes the development of offshore energy resources over the protection of National Marine Sanctuaries and authorizes the review and potential revision or withdrawal of the Bureau of Ocean Energy Management's Proposed Rule entitled "Air Quality Control, Reporting, and Compliance," 81 Federal Register 19718 and any other related rules and guidance. The implications of implementing Executive Order 13795 with regards to the national GHG emissions inventory cannot be reasonably determined at this time.

Presidential Executive Order 13990. President Biden signed Executive Order 13990 – Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis — on January 20, 2021. The order directs all executive departments and agencies to immediately review and, as appropriate and consistent with applicable law, take action to address the promulgation of Federal regulations and other actions during the 2017–2021 executive tenure that conflict with the following national objectives: to improve public health and protect the environment; to ensure access to clean air and water; to limit exposure to dangerous chemicals and pesticides; to hold polluters accountable, including those who disproportionately harm communities of color and low-income communities; to reduce GHG emissions; to bolster resilience to the impacts of climate change; to restore and expand our national treasures and

45 Federal Register, *Executive Order 13783 of March 28, 2017: Promoting Energy Independence and Economic Growth, Vol. 82, No. 61*, March 21, 2017.

46 Council on Environmental Quality, *CEQ NEPA Regulations*, 2020.

47 Federal Register, *Executive Order 13783 of March 28, 2017: Promoting Energy Independence and Economic Growth, Vol. 82, No. 61*, March 21, 2017.

monuments; and to prioritize both environmental justice and the creation of the well-paying union jobs necessary to deliver these goals.[48]

Presidential Executive Order 14008. President Biden signed Executive Order 14008 – Tackling the Climate Crisis At Home and Abroad — on January 27, 2021. The order affirmed the United States as rejoining the Paris Agreement and expressed its commitment to exercising leadership in promoting global climate ambition to meet the climate challenge.[49]

State

California Air Resources Board. The California Air Resources Board (CARB), a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets the California Ambient Air Quality Standards (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the Federal Government and the local air districts. The SIP is required for the State to take over implementation of the Federal Clean Air Act. CARB also has primary responsibility for adopting regulations to meet the State's goal of reducing GHG emissions. The State has met its goals to reduce GHG emissions to 1990 levels by 2020. Subsequent State goals include reducing GHG emissions to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050.

Statewide GHG Reduction Targets. Executive Order S-3-05, Assembly Bill 32, Senate Bill 32, Assembly Bill 1279, Executive Order B-55-18, Cap-and-Trade Program, Senate Bill 350, Senate Bill 1383, Senate Bill 97, Senate Bill 375, Emission Performance Standards, Renewable Portfolio Standards (SB 1078, SB 107, SB X 1-2, and SB 100), Assembly Bill 1493, Low Carbon Fuel Standard (Executive Order S-01-07), Advanced Clean Cars Program, Senate Bill 743, California Integrated Waste Management Act (AB 341), California Appliance Efficiency Regulations, California Green Building Code (California Code of Regulations Title 24).

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48 Federal Register, *Executive Order 13990 of January 20, 2021: Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, Vol. 86, No. 14*, January 25, 2021.

49 Federal Register, *Executive Order 14008 of January 27, 2021: Tackling the Climate Crisis at Home and Abroad, Vol. 86, No. 19*, February 1, 2021.

Executive Order S-3-05. Executive Order S-3-05, issued in June 2005, established GHG emissions targets for the State, as well as a process to ensure the targets are met. The order directed the Secretary for the CalEPA to report every two years on the State's progress toward meeting the Governor's GHG emission reduction targets. As a result of this executive order, the California Climate Action Team (CCAT), led by the Secretary of the CalEPA, was formed. The CCAT is made up of representatives from a number of State agencies and was formed to implement global warming emission reduction programs and reporting on the progress made toward meeting statewide targets established under the Executive Order. The CCAT reported several recommendations and strategies for reducing GHG emissions and reaching the targets established in the Executive Order (CalEPA 2006). The statewide GHG targets are as follows:

- By 2010, reduce to 2000 emission levels;
- By 2020, reduce to 1990 emission levels; and
- By 2050, reduce to 80 percent below 1990 levels.

However, with the adoption of the California Global Warming Solutions Act of 2006 (also known as Assembly Bill [AB] 32), discussed below, the Legislature did not adopt the 2050 horizon-year goal from Executive Order No. S-3-05. In the last legislative session, the Legislature rejected legislation to enact the Executive Order's 2050 goal.[50]

The original mandate for the CCAT was to develop proposed measures to meet the emission reduction targets set forth in E.O. S-3-05. The CAT has since expanded and currently has members from 18 state agencies and departments. The CCAT also has ten working groups, which coordinate policies among their members. The working groups and their major areas of focus are:

- Agriculture: Focusing on opportunities for agriculture to reduce GHG emissions through efficiency improvements and alternative energy projects, while adapting agricultural systems to climate change;

- Biodiversity: Designing policies to protect species and natural habitats from the effects of climate change;

50 The original version of SB 32 as introduced in the Legislature contained a commitment to the 2050 goal, but this commitment was not included in the final version of the bill. See: *https://leginfo.legislature.ca.gov/faces/billVersionsCompareClient.xhtml?bill_id=201520160SB32&cversion=20150SB3299INT*. In addition, the Supreme Court recently held in Cleveland National Forest Foundation et al. v San Diego Association of Governments (SANDAG) (S223603, July 13, 2017) that SANDAG did not abuse its discretion in declining to adopt the 2050 goal as a measure of significance in an analysis of the consistency of projected 2050 GHG emissions with the goals in Executive Order S-3-05.

- Energy: Reducing GHG emissions through extensive energy efficiency policies and renewable energy generation;
- Forestry: Coupling GHG mitigation efforts with climate change adaptation related to forest preservation and resilience, waste to energy programs and forest offset protocols;
- Land Use and Infrastructure: Linking land use and infrastructure planning to efforts to reduce GHG from vehicles and adaptation to changing climatic conditions;
- Oceans and Coastal: Evaluating the effects of sea level rise and changes in coastal storm patterns on human and natural systems in California;
- Public Health: Evaluating the effects of GHG mitigation policies on public health and adapting public health systems to cope with changing climatic conditions;
- Research: Coordinating research concerning impacts of and responses to climate change in California;
- State Government: Evaluating and implementing strategies to reduce GHG emissions resulting from state government operations; and
- Water: Reducing GHG impacts associated with the state's water.

The CCAT stated that smart land use is an umbrella term for strategies that integrate transportation and land-use decisions. Such strategies generally encourage jobs/housing proximity, transit-oriented development, and high-density residential/commercial development along transit corridors. These strategies develop more efficient land-use patterns within each jurisdiction or region to match population growth and workforce and socioeconomic needs for the full spectrum of the population. "Intelligent transportation systems" involve the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and the movement of people, goods, and service.[51]

Assembly Bill 32. The California Global Warming Solutions Act of 2006 (AB 32) was signed into law in September 2006 after considerable study and expert testimony before the Legislature. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. AB 32 directed CARB to set a GHG emission limit based on 1990 levels, to be achieved by 2020. AB 32 set a

51 California Environmental Protection Agency, *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, 2006.

timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.[52] See 'Climate Change Scoping Plan' subheading below.

The heart of AB 32 is the requirement to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 required CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions. CARB accomplished the key milestones set forth in AB 32, including the following:

- June 30, 2007. Identification of discrete early action GHG emissions reduction measures. On June 21, 2007, CARB satisfied this requirement by approving three early action measures.[53] These were later supplemented by adding six other discrete early action measures.[54]

- January 1, 2008. Identification of the 1990 baseline GHG emissions level and approval of a statewide limit equivalent to that level and adoption of reporting and verification requirements concerning GHG emissions. On December 6, 2007, CARB approved a statewide limit on GHG emissions levels for the year 2020 consistent with the determined 1990 baseline.[55]

- January 1, 2009. Adoption of a scoping plan for achieving GHG emission reductions. On December 11, 2008, CARB adopted Climate Change Scoping Plan: A Framework for Change (Scoping Plan).[56]

- January 1, 2010. Adoption and enforcement of regulations to implement the "discrete" actions. Several early action measures have been adopted and became effective on January 1, 2010. [57,58]

- January 1, 2011. Adoption of GHG emissions limits and reduction measures by regulation. On October 28, 2010, CARB released its proposed cap-and-trade regulations, which would cover sources of

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52 Office of Legislative Counsel of California, *The California Global Warming Solutions Act of 2006 (AB 32)*, 2006.

53 CARB, *Consideration of Recommendations for Discrete Early Actions for Climate Change Mitigation in California*, 2007.

54 CARB, *Public Meeting to Consider Approval of Additions to the List of Early Action Measures to Reduce Greenhouse Gas Emissions under the California Global Warming Solutions Act of 2006 and to Discuss Concepts for Promoting and Recognizing Voluntary Early Actions*, 2007.

55 CARB, *California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit*, 2007.

56 CARB, *Climate Change Scoping Plan*, 2008.

57 CARB, *Consideration of Recommendations for Discrete Early Actions for Climate Change Mitigation in California*, 2007.

58 CARB, *Public Meeting to Consider Approval of Additions to the List of Early Action Measures to Reduce Greenhouse Gas Emissions under the California Global Warming Solutions Act of 2006 and to Discuss Concepts for Promoting and Recognizing Voluntary Early Actions*, 2007.

approximately 85 percent of California's GHG emissions.[59] CARB's Board ordered its Executive Director to prepare a final regulatory package for cap-and-trade on December 16, 2010.[60]

- January 1, 2012. GHG emissions limits and reduction measures adopted in 2011 became enforceable.

Executive Order B-30-15. On April 29, 2015, Governor Brown issued Executive Order B-30-15. Therein, the Governor directed the following:

- Established a new interim statewide reduction target to reduce GHG emissions to 40 percent below 1990 levels by 2030.
- Ordered all state agencies with jurisdiction over sources of GHG emissions to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 reduction targets.
- Directed CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent.

Senate Bill 32. In 2016, the Legislature passed Senate Bill (SB) 32 with the companion bill AB 197, which further requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. The bill targets reductions from the leading GHG emitters in the State. Transportation is the largest sector of GHG emissions in California and will be a primary subject for reductions. Through advances in technology and improved public transportation, the State plans to reduce GHG emissions from transportation sources to assist in meeting the 2030 reduction goal. AB 197, signed September 8, 2016, is a bill linked to SB 32 and signed on September 8, 2016, prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its website the emissions of GHGs, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two Members of the Legislature to the CARB board as ex officio, non- voting members and creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the State's programs, policies, and investments related to climate change.

Executive Order B-55-18. On September 10, 2018, the governor issued Executive Order B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

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59 CARB, *Cap and Trade 2010*, 2011.

60 CARB, *California Cap-and-Trade Program, Resolution 10-42*, 2010.

AB 1279. On September 16, 2022, California signed into law AB 1279 (The California Climate Crisis Act) which establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates (see below) identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies.

Cap-and-Trade Program. As mentioned above, the Scoping Plan identifies a cap-and-trade program as one of the strategies the State will employ to reduce GHG emissions that cause climate change. The cap-and-trade program is implemented by CARB and "caps" GHG emissions from the industrial, utility, and transportation fuels sections, which account for roughly 85 percent of the State's GHG emissions. The program works by establishing a hard cap on about 85 percent of total statewide GHG emissions. The cap starts at expected business-as-usual emissions levels in 2012 and declines two to three percent per year. Originally with a planning horizon of 2020, the approval of AB 398 in July 2017 extended the program until 2030.

With the passage of AB 1279, the State has a statutory target to achieve carbon neutrality no later than 2045. The 2022 Scoping Plan demonstrates that planning on a longer time frame for the new carbon neutrality target means we must accelerate our near-term ambition for 2030 in order to be on track to achieve our longer-term target. CARB will use the modeling from the 2022 Scoping Plan to assess what changes may be warranted to the Cap-and-Trade or other programs to ensure we are on track to achieve an accelerated 2030 target. Since the original adoption of the Cap-and-Trade regulation, the program has been amended eight times through a robust public process. Moreover, then-California Environmental Protection Agency Secretary Jared Blumenfeld testified at a Senate hearing in 2022 that CARB will report back to the Legislature by the end of 2023 on the status of the allowance supply with any suggestions on legislative changes to ensure the number of allowances is appropriate to help the state achieve its 2030 target of at least 40 percent below 1990 levels. As part of that status update, CARB will also provide information on any potential program changes that may be needed to allowance supply to help achieve an accelerated target for 2030 identified in the 2022 Scoping Plan as necessary to achieve carbon neutrality no later than 2045.

Senate Bill 350. Adopted on October 7, 2015, SB 350 supports the reduction of GHG emissions from the electricity sector through a number of measures, including requiring electricity providers to achieve a 50 percent renewables portfolio standard by 2030, a cumulative doubling of statewide energy efficiency savings in electricity and natural gas by retail customers by 2030.

Senate Bill 1383. Approved by the governor in September 2016, SB 1383 requires the CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

The bill also requires California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the State board, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

Senate Bill 97. Per SB 97, which was signed into law in 2007, the California Natural Resources Agency adopted amendments to the *State CEQA Guidelines*, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment (codified as Public Resources Code [PRC] 21083.05). Specifically, PRC 21083.05 states, "[t]he Office of Planning and Research and the Natural Resources Agency shall periodically update the guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions."

Sustainable Communities and Climate Protection Act (Senate Bill 375). The Sustainable Communities and Climate Protection Act of 2008, or SB 375 (Chapter 728, Statutes of 2008), which establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions, was adopted by the State on September 30, 2008. SB 375 finds that the "transportation sector is the single largest contributor of greenhouse gases of any sector."[61] Under SB 375, CARB is required, in consultation with the Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. SCAG is the Metropolitan Planning Organization in which the City of Los Angeles is located in. CARB set targets for 2020 and 2035 for each of the 18 metropolitan planning organization regions in 2010, and updated them in 2018.[62] In March 2018, CARB updated the SB 375 targets for the SCAG region to require an 8 percent reduction by 2020 and a 19 percent reduction by 2035 in per capita passenger vehicle GHG emissions.[63] As discussed further below, SCAG has adopted an updated Regional Transportation Plan / Sustainable Community Strategies (RTP/SCS) subsequent to the update of the emission targets. The 2020–2045 RTP/SCS is expected to reduce per capita transportation

61 State of California, Senate Bill No. 375, September 30, 2008.

62 CARB, "Sustainable Communities & Climate Protection Program – About," available online at: https://ww2.arb.ca.gov/ourwork/programs/sustainable-communities-climate-protection-program/about, accessed July 21, 2023.

63 CARB, SB 375 Regional Greenhouse Gas Emissions Reduction Targets, available online at: https://www.arb.ca.gov/cc/sb375/finaltargets2018.pdf, accessed July 21, 2023.

emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[64]

Under SB 375, the target must be incorporated within that region's Regional Transportation Plan (RTP), which is used for long-term transportation planning, in a Sustainable Communities Strategy (SCS). Certain transportation planning and programming activities would then need to be consistent with the SCS; however, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plans) are not required to be consistent with either the RTP or SCS.

Emission Performance Standards. SB 1368, signed September 29, 2006, is a companion bill to AB 32, which requires the CPUC and the CEC to establish GHG emission performance standards for the generation of electricity. These standards also generally apply to power that is generated outside of California and imported into the State. SB 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB 32.

Renewable Portfolio Standards (SB 1078, SB 107, SB X 1-2, and SB 100). Established in 2002 under SB 1078, and accelerated in 2006 under SB 107,in 2011 under SB X 1-2, and again in 2018 under SB 100, California's Renewable Portfolio Standards (RPS) require retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 44 percent by 2024, 52 percent by 2027, and 60 percent in 2030.[65,66] Additionally, the State has made a commitment that renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity by 2045.[67] Initially, the RPS provisions applied to investor-owned utilities, community choice aggregators, and electric service providers. SB X 1-2 added, for the first time, publicly owned utilities to the entities subject to RPS.

Assembly Bill 1493. Mobile Source Reductions Assembly Bill 1493, the "Pavley Standard," required CARB to adopt regulations by January 1, 2005, to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 through 2016. The bill also required the California Climate Action Registry to develop and adopt protocols for the reporting and certification of GHG emissions reductions from mobile sources for use by CARB in granting emission reduction credits. The bill authorizes CARB to grant emission reduction credits for reductions of GHG emissions prior to the date of enforcement of

64 SCAG, Final 2020–2045 RTP/SCS, Chapter 0: Making Connections, p. 5, May 7, 2020.

65 Office of Legislative Counsel of California, *Senate Bill 1078*, 2002.

66 Office of Legislative Counsel of California, *Senate Bill 1368*, 2006.

67 Office of Legislative Counsel of California, *Clean Car Standards – Pavley, Assembly Bill 1493*, 2018.

regulations, using model year 2000 as the baseline for reduction.[68] In 2004, CARB applied to the U.S. EPA for a waiver under the federal Clean Air Act to authorize implementation of these regulations. On June 30, 2009, the U.S. EPA granted the waiver with the following provision: CARB may not hold a manufacturer liable or responsible for any noncompliance caused by emission debits generated by a manufacturer for the 2009 model year. CARB has adopted a new approach to passenger vehicles (cars and light trucks), by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California.

Low Carbon Fuel Standard (Executive Order S-01-07). Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the Low Carbon Fuel Standard (LCFS) as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009.[69] In 2009, CARB approved for adoption the LCFS regulation, which became fully effective in April 2010 and is codified at Title 17, California Code of Regulations (CCR), Sections 95480-95490. The LCFS reduced GHG emissions by reducing the carbon intensity of transportation fuels used in California by 10 percent between 2011 and 2020. In 2018, CARB approved amendments to LCFS regulations, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.

Advanced Clean Cars Program. In 2012, CARB approved the Advanced Clean Cars Program, a new emissions-control program for model year 2017 through 2025. The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

Senate Bill 743 (SB 743). SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT), which contribute to GHG emissions, as required by AB 32. Key provisions of SB 743 include reforming aesthetics and parking CEQA analysis for certain urban infill projects and eliminating the measurement of auto delay, including Level of Service (LOS), as a metric that can be used for measuring traffic impacts in transit priority areas. SB 743

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68 CARB, *Clean Car Standards – Pavley, Assembly Bill 1493*, 2017.

69 CARB, *Initial Statement of Reasons for Proposed Regulation for the Management of High Global Warming Potential Refrigerants for Stationary Sources*, 2009.

requires the Governor's Office of Planning and Research (OPR) to develop revisions to the *State CEQA Guidelines* establishing criteria for determining the significance of transportation impacts of projects within transit priority areas that promote the "…reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses." It also allows OPR to develop alternative metrics outside of transit priority areas. In December 2018, the Natural Resources Agency updated the *State CEQA Guidelines* and provided guidance for implementing SB 743.

California Integrated Waste Management Act (AB 341). The California Integrated Waste Management Act of 1989, as modified by AB 341, requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; diversion of 50 percent of all solid waste on and after January 1, 2000; and diversion of 75 percent of all solid waste by 2020, and annually thereafter.

California Appliance Efficiency Regulations. The Appliance Efficiency Regulations (Title 20, Sections 1601 through 1608), adopted by the CEC, include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

California Green Building Code (California Code of Regulations Title 24). Although not originally aimed at reducing GHG emissions, CCR Title 24 Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended to recognize that energy-efficient buildings require less electricity and reduce fuel consumption, which subsequently reduces GHG emissions. The current 2022 Title 24 standards were adopted, among other reasons, to respond to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2023, are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CalGreen) Code (CCR Title 24, Part 11). Title 24 standards are updated triennially; the next update is scheduled to be adopted in 2025 and will take effect on January 1, 2026.

State CEQA Guidelines. In August 2007, the California State Legislature adopted Senate Bill 97 (SB 97) (Chapter 185, Statutes of 2007), requiring the Governor's Office of Planning and Research (OPR) to prepare and transmit new *State CEQA Guidelines* for the mitigation of GHG emissions or the effects of GHG

emissions to the Resources Agency by July 1, 2009. In response to SB 97, the OPR adopted *State CEQA Guidelines* that became effective on March 18, 2010.

However, neither a threshold of significance nor any specific mitigation measures are included or provided in the guidelines.[70] The guidelines require a lead agency to make a good-faith effort, based on the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. Discretion is given to the lead agency whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. Furthermore, three factors are identified that should be considered in the evaluation of the significance of GHG emissions:

1. The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.[71]

The administrative record for the Guidelines Amendments also clarifies "that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of California Environmental Quality Act's requirements for cumulative impact analysis."[72]

Senate Bill 1 (SB 1) and Senate Bill 1017 (SB 1017) (Million Solar Roofs). SB 1 and SB 1017, enacted in August 2006, set a goal to install 3,000 megawatts of new solar capacity by 2017 – with a stated intent to move the state toward a cleaner energy future and help lower the cost of solar systems for consumers. The Million Solar Roofs Program is a ratepayer-financed incentive program aimed at transforming the market for rooftop solar systems by driving down costs over time. It provides up to $3.3 billion in financial incentives that decline over time.

GHG Emissions Standards for Baseload Generation. SB 1368, which was signed into law on September 29, 2006, prohibits any retail seller of electricity in California from entering into a long-term financial

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70 See 14 Cal. Code Regs. §§ 15064.7 (generally giving discretion to lead agencies to develop and publish thresholds of significance for use in the determination of the significance of environmental effects), 15064.4 (giving discretion to lead agencies to determine the significance of impacts from GHGs).

71 14 Cal. Code Regs. § 15064.4(b).

72 Letter from Cynthia Bryant, Director of the Governor's Office of Planning and Research to Mike Chrisman, California Secretary for Natural Resources, dated April 13, 2009.

commitment for baseload generation if the GHG emissions are higher than those from a combined-cycle natural gas power plant. This performance standard (i.e., reducing long-term GHG emissions as a result of electrical baseload generation) applies to electricity generated both within and outside of California, and to publicly owned, as well as investor-owned, electric utilities.

Senate Bill 350 (SB 350). Adopted on October 7, 2015, SB 350 supports the reduction of GHG emissions from the electricity sector through a number of measures, including requiring electricity providers to achieve a 50 percent renewable portfolio standard by 2030, a cumulative doubling of statewide energy efficiency savings in electricity and natural gas by retail customers by 2030.

Climate Change Scoping Plan. The Scoping Plan is a GHG reduction roadmap developed and updated by CARB at least once every five years, as initially required by AB 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB adopted the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in December 2022 as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business-as-usual activities.[73] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[74] The 2017 Scoping Plan Update,[75] shifted focus to the newer SB 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at

73 CARB, *Climate Change Scoping Plan*, 2008.

74 CARB, *First Update to the Climate Change Scoping Plan*, 2014.

75 CARB, *California's 2017 Climate Change Scoping Plan*, 2017.

least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.[76] The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires. See **Table 4.7-4, Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan**, below.

Table 4.7-4
Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2019	
2019 State GHG Emissions	404
2030	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%) [a]
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)

Note: $MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.
[a] 312 – 260 = 52. 52 / 312 = 16.7%
Source: CARB, Final 2022 Climate Change Scoping Plan, November 2022.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

76 CARB, *California's 2017 Climate Change Scoping Plan*, 2017, available online at: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf, accessed July 21, 2023.

Table 4.7-5 below provides a summary of major climate legislation and executive orders issued since the adoption of the 2017 Scoping Plan.

Table 4.7-5
Major Climate Legislation and Executive Orders Enacted Since the 2017 Scoping Plan

Bill/Executive Order	Summary
Assembly Bill 1279 (AB 1279) (Muratsuchi, Chapter 337, Statutes of 2022) *The California Climate Crisis Act*	AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that the Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies. This bill is reflected directly in the 2022 Scoping Plan Update.
Senate Bill 905 (SB 905) (Caballero, Chapter 359, Statutes of 2022) *Carbon Capture, Removal, Utilization, and Storage Program*	SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate CCUS and carbon dioxide removal (CDR) projects and technology. The bill requires CARB, on or before January 1, 2025, to adopt regulations creating a unified state permitting application for approval of CCUS and CDR projects. The bill also requires the Secretary of the Natural Resources Agency to publish a framework for governing agreements for two or more tracts of land overlying the same geologic storage reservoir for the purposes of a carbon sequestration project. The 2022 Scoping Plan Update modeling reflects both CCUS and CDR contributions to achieve carbon neutrality.
Senate Bill 846 (SB 846) (Dodd, Chapter 239, Statutes of 2022) *Diablo Canyon Powerplant: Extension of Operations*	SB 846 extends the Diablo Canyon Power Plant's sunset date by up to five additional years for each of its two units and seeks to make the nuclear power plant eligible for federal loans. The bill requires that the California Public Utilities Commission (CPUC) not include and disallow a load-serving entity from including in their adopted resource plan, the energy, capacity, or any attribute from the Diablo Canyon power plant. The 2022 Scoping Plan Update explains the emissions impact of this legislation.
Senate Bill 1020 (SB 1020) (Laird, Chapter 361, Statutes of 2022) *Clean Energy, Jobs, and Affordability Act of 2022*	SB 1020 adds interim renewable energy and zero carbon energy retail sales of electricity targets to California end-use customers set at 90 percent in 2035 and 95 percent in 2040. It accelerates the timeline required to have 100 percent renewable energy and zero carbon energy procured to serve state agencies from the original target year of 2045 to 2035. This bill requires each state agency to individually achieve the 100 percent goal by 2035 with specified requirements. This bill requires the CPUC, California Energy Commission (CEC), and CARB, on or before December 1, 2023, and annually thereafter, to issue a joint reliability progress report that reviews system and local reliability. The bill also modifies the requirement for CARB to hold a portion of its Scoping Plan workshops in regions of the state with the most significant exposure to air pollutants by further specifying that this includes communities with minority populations or low-income communities in areas designated as being in extreme federal non-attainment. The 2022 Scoping Plan Update describes the implications of this legislation on emissions.
Senate Bill 1137 (SB 1137) (Gonzales, Chapter 365, Statutes of 2022) *Oil & Gas Operations: Location Restrictions: Notice of Intention:*	SB 1137 prohibits the development of new oil and gas wells or infrastructure in health protection zones, as defined, except for purposes of public health and safety or other limited exceptions. The bill requires operators of existing oil and gas wells or infrastructure within health protection zones to undertake specified monitoring, public notice, and nuisance requirements. The bill requires CARB to consult and concur with the California Geologic Energy Management Division (CalGEM) on leak detection and repair plans for these facilities,

Bill/Executive Order	Summary
Health protection zone: Sensitive receptors	adopt regulations as necessary to implement emission detection system standards, and collaborate with CalGEM on public access to emissions detection data.
Senate Bill 1075 (SB 1075) (Skinner, Chapter 363, Statutes of 2022) *Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases*	SB 1075 requires CARB, by June 1, 2024, to prepare an evaluation that includes: policy recommendations regarding the use of hydrogen, and specifically the use of green hydrogen, in California; a description of strategies supporting hydrogen infrastructure, including identifying policies that promote the reduction of GHGs and short-lived climate pollutants; a description of other forms of hydrogen to achieve emission reductions; an analysis of curtailed electricity; an estimate of GHG and emission reductions that could be achieved through deployment of green hydrogen through a variety of scenarios; an analysis of the potential for opportunities to integrate hydrogen production and applications with drinking water supply treatment needs; policy recommendations for regulatory and permitting processes associated with transmitting and distributing hydrogen from production sites to end uses; an analysis of the life-cycle GHG emissions from various forms of hydrogen production; and an analysis of air pollution and other environmental impacts from hydrogen distribution and end uses. This bill would inform the production of hydrogen at the scale called for in the 2022 Scoping Plan Update.
Assembly Bill 1757 (AB 1757) (Garcia, Chapter 341, Statutes of 2022) *California Global Warming Solutions Act of 2006: Climate Goal: Natural and Working Lands*	AB 1757 requires the California Natural Resources Agency (CNRA), in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, which reduce GHG emissions in 2030, 2038, and 2045 by January 1, 2024. These targets must support state goals to achieve carbon neutrality and foster climate adaptation and resilience. This bill also requires CARB to develop standard methods for state agencies to consistently track GHG emissions and reductions, carbon sequestration, and additional benefits from natural and working lands over time. These methods will account for GHG emissions reductions of CO_2, methane, and nitrous oxide related to natural and working lands and the potential impacts of climate change on the ability to reduce GHG emissions and sequester carbon from natural and working lands, where feasible. This 2022 Scoping Plan Update describes the next steps and implications of this legislation for the natural and working lands sector.
Senate Bill 1206 (SB 1206) (Skinner, Chapter 884, Statutes of 2022) *Hydrofluorocarbon gases: sale or distribution*	SB 1206 mandates a stepped sales prohibition on newly produced high- global warming potential (GWP) HFCs to transition California's economy toward recycled and reclaimed HFCs for servicing existing HFC-based equipment. Additionally, SB 1206 also requires CARB to develop regulations to increase the adoption of very low-, i.e., GWP < 10, and no-GWP technologies in sectors that currently rely on higher-GWP HFCs.
Senate Bill 27 (SB 27) (Skinner, Chapter 237, Statutes of 2021) *Carbon Sequestration: State Goals: Natural and Working Lands: Registry of Projects*	SB 27 requires CNRA, in coordination with other state agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. This bill also requires CARB to establish specified CO2 removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, CNRA is to establish and maintain a registry to identify projects in the state that drive climate action on natural and working lands and are seeking funding. CNRA also must track carbon removal and GHG emission reduction benefits derived from projects funded through the registry. This bill is reflected directly in the 2022 Scoping Plan Update as CO_2 removal targets for 2030 and 2045 in support of carbon neutrality.

Bill/Executive Order	Summary
Senate Bill 596 (SB 596) (Becker, Chapter 246, Statutes of 2021) *Greenhouse Gases: Cement Sector: Net-zero Emissions Strategy*	SB 596 requires CARB, by July 1, 2023, to develop a comprehensive strategy for the state's cement sector to achieve net-zero-emissions of GHGs associated with cement used within the state as soon as possible, but no later than December 31, 2045. The bill establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must: Define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions. Evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028. Coordinate and consult with other state agencies. Prioritize actions that leverage state and federal incentives. Evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity. The 2022 Scoping Plan Update modeling is designed to achieve these outcomes.
Executive Order N-82-20	Governor Newsom signed Executive Order N-82-20 in October 2020 to combat the climate and biodiversity crises by setting a statewide goal to conserve at least 30 percent of California's land and coastal waters by 2030. The Executive Order also instructed the CNRA, in consultation with other state agencies, to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the state's carbon neutrality goal and build climate resilience. In addition to setting a statewide conservation goal, the Executive Order directed CARB to update the target for natural and working lands in support of carbon neutrality as part of this Scoping Plan, and to take into consideration the NWL Climate Smart Strategy. Executive Order N-82-20 also calls on the CNRA, in consultation with other state agencies, to establish the California Biodiversity Collaborative (Collaborative). The Collaborative shall be made up of governmental partners, California Native American tribes, experts, business and community leaders, and other stakeholders from across the state. State agencies will consult the Collaborative on efforts to: Establish a baseline assessment of California's biodiversity that builds upon existing data and can be updated over time. Analyze and project the impact of climate change and other stressors in California's biodiversity. Inventory current biodiversity efforts across all sectors and highlight opportunities for additional action to preserve and enhance biodiversity. CNRA also is tasked with advancing efforts to conserve biodiversity through various actions, such as streamlining the state's process to approve and facilitate projects related to environmental restoration and land management. The California Department of Food and Agriculture (CDFA) is directed to advance efforts to conserve biodiversity through measures such as reinvigorating populations of pollinator insects, which restore biodiversity and improve agricultural production. The Natural and Working Lands Climate Smart Strategy informs the 2022 Scoping Plan Update.
Executive Order N-79-20	Governor Newsom signed Executive Order N-79-20 in September 2020 to establish targets for the transportation sector to support the state in its goal to achieve carbon neutrality by 2045. The targets established in this Executive Order are: 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. 100 percent of medium- and heavy-duty vehicles will be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks. 100 percent of off-road vehicles and equipment will be zero-emission by 2035 where feasible. The Executive Order also tasked CARB to develop and propose regulations that require increasing volumes of zero- electric passenger vehicles, medium- and heavy-duty vehicles,

Bill/Executive Order	Summary
	drayage trucks, and off-road vehicles toward their corresponding targets of 100 percent zero-emission by 2035 or 2045, as listed above. The 2022 Scoping Plan Update modeling reflects achieving these targets.
Executive Order N-19-19	Governor Newsom signed Executive Order N-19-19 in September 2019 to direct state government to redouble its efforts to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy. This Executive Order instructs the Department of Finance to create a Climate Investment Framework that: Includes a proactive strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change. Provides a timeline and criteria to shift investments to companies and industry sectors with greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change. Aligns with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System, and the University of California Retirement Program. Executive Order N-19-19 directs the State Transportation Agency to leverage more than $5 billion in annual state transportation spending to help reverse the trend of increased fuel consumption and reduce GHG emissions associated with the transportation sector. It also calls on the Department of General Services to leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles, and other physical assets and goods to minimize state government's carbon footprint. Finally, it tasks CARB with accelerating progress toward California's goal of five million ZEV sales by 2030 by: Developing new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars. Proposing new strategies to increase demand in the primary and secondary markets for ZEVs. Considering strengthening existing regulations or adopting new ones to achieve the necessary GHG reductions from within the transportation sector. The 2022 Scoping Plan Update modeling reflects efforts to accelerate ZEV deployment.
Senate Bill 576 (SB 576) (Umberg, Chapter 374, Statutes of 2019) *Coastal Resources: Climate Ready Program and Coastal Climate Change Adaptation, Infrastructure and Readiness Program*	Sea level rise, combined with storm-driven waves, poses a direct risk to the state's coastal resources, including public and private real property and infrastructure. Rising marine waters threaten sensitive coastal areas, habitats, the survival of threatened and endangered species, beaches, other recreation areas, and urban waterfronts. SB 576 mandates that the Ocean Protection Council develop and implement a coastal climate adaptation, infrastructure, and readiness program to improve the climate change resiliency of California's coastal communities, infrastructure, and habitat. This bill also instructs the State Coastal Conservancy to administer the Climate Ready Program, which addresses the impacts and potential impacts of climate change on resources within the conservancy's jurisdiction.
Assembly Bill 65 (AB 65) (Petrie-Norris, Chapter 347, Statutes of 2019) *Coastal Protection: Climate Adaption: Project Prioritization: Natural Infrastructure: Local General Plans*	This bill requires the State Coastal Conservancy, when it allocates any funding appropriated pursuant to the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, to prioritize projects that use natural infrastructure in coastal communities to help adapt to climate change. The bill requires the conservancy to provide information to the Office of Planning and Research on any projects funded pursuant to the above provision to be considered for inclusion into the clearinghouse for climate adaptation information. The bill authorizes the conservancy to provide technical assistance to coastal communities to better assist them with their projects that use natural infrastructure.
Executive Order B-55-18	Governor Brown signed Executive Order B-55-18 in September 2018 to establish a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. Policies and programs undertaken to achieve this goal shall: Seek to improve air quality and support the health and economic resiliency of urban and rural communities, particularly low-income and disadvantaged communities.

Bill/Executive Order	Summary
	Be implemented in a manner that supports climate adaptation and biodiversity, including protection of the state's water supply, water quality, and native plants and animals. This Executive Order also calls for CARB to: Develop a framework for implementation and accounting that tracks progress toward this goal. Ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The 2022 Scoping Plan Update is designed to achieve carbon neutrality no later than 2045 and the modeling includes technology and fuel transitions to achieve that outcome.
Senate Bill 100 (SB 100) (De León, Chapter 312, Statutes of 2018) *California Renewables Portfolio Standard Program: emissions of greenhouse gases*	Under SB 100, the CPUC, CEC, and CARB shall use programs under existing laws to achieve 100 percent clean electricity. The statute requires these agencies to issue a joint policy report on SB 100 every four years. The first of these reports was issued in 2021. The 2022 Scoping Plan Update reflects the SB 100 Core Scenario resource mix with a few minor updates.
Assembly Bill 2127 (AB 2127) (Ting, Chapter 365, Statutes of 2018) *Electric Vehicle Charging Infrastructure: Assessment*	This bill requires the CEC, working with CARB and the CPUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of GHGs to 40 percent below 1990 levels by 2030. The bill requires the CEC to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure. This bill supports the deployment of ZEVs as modeled in the 2022 Scoping Plan Update.
Senate Bill 30 (SB 30) (Lara, Chapter 614, Statutes of 2018) *Insurance: Climate Change*	This bill requires the Insurance Commissioner to convene a working group to identify, assess, and recommend risk transfer market mechanisms that, among other things, promote investment in natural infrastructure to reduce the risks of climate change related to catastrophic events, create incentives for investment in natural infrastructure to reduce risks to communities, and provide mitigation incentives for private investment in natural lands to lessen exposure and reduce climate risks to public safety, property, utilities, and infrastructure. The bill requires the policies recommended to address specified questions.
Assembly Bill 2061 (AB 2061) (Frazier, Chapter 580, Statutes of 2018) *Near-zero-emission and Zero-emission Vehicles*	Existing state and federal law set specified limits on the total gross weight imposed on the highway by a vehicle with any group of two or more consecutive axles. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. AB 2061 authorizes a near-zero- emission vehicle or a zero-emission vehicle to exceed the weight limits on the power unit by up to 2,000 pounds. This bill supports the deployment of cleaner trucks as modeled in this 2022 Scoping Plan Update.

The 2022 Scoping Plan Scenario identifies the need to accelerate AB32's 2030 target, from 40 percent to 48 percent below 1990 levels. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet these GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Scoping Plan Update approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology. The Scoping Plan Scenario is summarized in Table 2-1 starting on page 72 of the Scoping Plan. It includes references to relevant statutes and Executive Orders (see also **Table 4.7-5** above), although it is not comprehensive of all existing new authorities for directing

or supporting the actions described. Table 2-1 in the 2022 Scoping Plan Update identifies actions related to a variety of sectors such as: smart growth and reductions in Vehicle Miles Traveled (VMT); light-duty vehicles (LDV) and zero-emission vehicles (ZEV); truck ZEVs; reduce fossil energy, emissions, and GHGs for aviation ocean-going vessels, port operations, freight and passenger rail, oil and gas extraction; and petroleum refining; improvements in electricity generation; electrical appliances in new and existing residential and commercial buildings; electrification and emission reductions across industries such as the for food products, construction equipment, chemicals and allied products, pulp and paper, stone/clay/glass/cement, other industrial manufacturing, and agriculture; retiring of combined heat and power facilities; low carbon fuels for transportation, business, and industry; improvements in non-combustion methane emissions, and introduction of low GWP refrigerants.

Achieving the targets described in the 2022 Scoping Plan Update will require continued commitment to and successful implementation of existing policies and programs, and identification of new policy tools and technical solutions to go further, faster. California's Legislature and state agencies will continue to collaborate to achieve the state's climate, clean air, equity, and broader economic and environmental protection goals. It will be necessary to maintain and strengthen this collaborative effort, and to draw upon the assistance of the federal government, regional and local governments, tribes, communities, academic institutions, and the private sector to achieve the state's near-term and longer-term emission reduction goals and a more equitable future for all Californians. The Scoping Plan acknowledges that the path forward is not dependent on one agency, one state, or even one country. However, the State can lead by engaging Californians and demonstrating how actions at the state, regional, and local levels of governments, as well as action at community and individual levels, can contribute to addressing the challenge.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority.

The 2022 Scoping Plan Update also identifies multiple legal tools open to local jurisdictions to support statewide priorities, including development of a climate action plan (CAP), sustainability plan, or inclusion of a plan for reduction of GHG emissions and climate actions within a jurisdiction's general plan. The City has taken the initiative in combating climate change by developing programs and regulations such as GreenLA, Sustainable City pLAn (Green New Deal), General Plan (Framework Element, Air Quality Element, and Mobility Element), and Green Building Code. These local plans, programs and regulations are discussed in further detail below. In addition, on January 25, 2023, the City Council adopted a motion instructing the Department of City Planning (DCP), in consultation with the City Attorney, the Board of Public Works' Climate Emergency Mobilization Office, and other departments as appropriate, to report to the Council on the process, timing, costs, potential funding sources, and benefits of adopting a climate action and adaptation plan into the City's General Plan.[77]

Jobs and Economic Improvement through Environmental Leadership Act of 2011. The Jobs and Economic Improvement through Environmental Leadership Act of 2021 (SB 7), codified in PRC Sections 21178 through 21189.3, is intended to encourage California's economic recovery by providing a streamlined process for judicial review of compliance with CEQA for development projects that qualify as an Environmental Leadership Development Project (ELDP). In order to be certified as an ELDP, the Governor of California must determine that the project would result in a minimum investment of $100 million, would create high-wage jobs, and would not result in net additional GHG emissions, as determined by CARB. Further, the project must be located on an infill site, achieve the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Gold certification, be consistent with the relevant regional SCS, and exceed the transportation efficiency for comparable projects by at least 15 percent.

Regional

SCAG Regional Transportation Plan/Sustainable Communities Strategy. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020–2045 RTP/SCS) in September 2020. The vision for the region incorporates a range of best practices for increasing transportation choices, reducing dependence on personal automobiles, further improving air quality, and encouraging growth in walkable, mixed-use communities with ready access to transit infrastructure and employment. More and varied housing types and employment opportunities would be located in and near job centers, transit stations and walkable neighborhoods where goods and services are easily accessible via shorter trips. To support shorter trips, people would have the choice of using neighborhood bike networks, car share or

77 City of Los Angeles, Department of City Planning, *Climate Action and Adaptation Plan in the City's General Plan*, CF 22-1566, April 26, 2023, available online at: https://clkrep.lacity.org/onlinedocs/2022/22-1566_rpt_plan_04-26-2023.pdf, accessed July 21, 2023.

micro-mobility services like shared bicycles or scooters. For longer commutes, people would have expanded regional transit services and more employer incentives to carpool or vanpool. Other longer trips would be supported by on-demand services such as micro transit, carshare, and citywide partnerships with ride hailing services. For those that choose to drive, hotspots of congestion would be less difficult to navigate due to cordon pricing and using an electric vehicle will be easier thanks to an expanded regional charging network.

The 2020–2045 RTP/SCS states that the SCAG region was home to about 18.8 million people in 2016 and currently includes approximately 6.0 million homes and 8.4 million jobs.[78] By 2045, the integrated growth forecast projects that these figures will increase by 3.7 million people, with nearly 1.6 million more homes and 1.6 million more jobs. Transit Priority Areas (TPAs)[79] will account for less than 1 percent of regional total land but are projected to accommodate 30 percent of future household growth between 2016 and 2045. The 2020–2045 RTP/SCS overall land use pattern reinforces the trend of focusing on new housing and employment in the region's TPAs. TPAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

The 2020–2045 RTP/SCS is expected to reduce per capita transportation emissions by 19 percent by 2035, which is consistent with SB 375 compliance with respect to meeting the State's GHG emission reduction goals.[80]

CARB's 2022 Sustainable Communities Progress Report shows that prior to the pandemic in 2019 no Metropolitan Planning Organization (except Tahoe) was on-track to meet 2020 SB 375 targets for reductions in light duty vehicle emissions as compared to 2005. CARB determined that if the state's 18 MPOs' all met the SB 375 GHG cars and light-duty trucks emission reduction targets set by CARB in 2018, an 18 percent reduction in per capita VMT (from cars and light- duty trucks) would be achieved by 2035. In the target re-setting report, CARB indicated that to meet the statewide reduction goals set forth by SB 32 and the 2017 Scoping Plan, the state would need to reduce per capita GHG emissions from cars and light-duty trucks by 25 percent by 2035, resulting in a 7 percent gap between the 18 percent emissions reductions targets set for the regions (averaged for the 18 MPOs and compared to a baseline year of 2005). The 2022 Scoping Plan

78 2020–2045 RTP/SCS population growth forecast methodology includes data for years 2010, 2010, 2016, and 2045.

79 Defined by the 2020–2045 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 mile of a major transit stop (rail or bus rapid transit station) with 15-minute or less service frequency during peak commute hours.

80 SCAG, *Final 2020–2045 RTP/SCS, Chapter 0: Making Connections*, p. 5, May 7, 2020.

does not update SB 375 GHG reduction targets but it does set aggressive VMT reduction targets for the years 2030 (25 percent as compared to 2019) and 2045 (30 percent as compared to 2019).

South Coast Air Quality Management District CEQA Guidance. The City of Los Angeles is located in the South Coast Air Basin (Air Basin), which consists of Orange County, Los Angeles County (excluding the Antelope Valley portion), and the western, non-desert portions of San Bernardino and Riverside Counties, in addition to the San Gorgonio Pass area in Riverside County. The South Coast Air Quality Management District (SCAQMD) is responsible for air quality planning in the Air Basin and developing rules and regulations to bring the area into attainment of the ambient air quality standards. This is accomplished through air quality monitoring, evaluation, education, implementation of control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations, and by supporting and implementing measures to reduce emissions from motor vehicles.

In 2008, SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds.[81] A GHG Significance Threshold Working Group was formed to further evaluate potential GHG significance thresholds.[82] The SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 $MTCO_2e$ per year. Under this proposal, commercial/residential projects that emit fewer than 3,000 $MTCO_2e$ per year would be assumed to have a less than significant impact on climate change. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold of 10,000 $MTCO_2e$ per year for stationary source/industrial projects where the SCAQMD is the lead agency. However, the SCAQMD has yet to adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects). The Working Group has been inactive since 2011, and SCAQMD has not formally adopted any GHG significance threshold for other jurisdictions.

Local

Los Angeles Green New Deal. The City of Los Angeles addressed the issue of global climate change in Green LA, An Action Plan to Lead the Nation in Fighting Global Warming ("LA Green Plan/ClimateLA") in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities.

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81 SCAQMD, Board Meeting, December 5, 2008, Agenda No. 31, available online at: http://www3.aqmd.gov/hb/2008/December/081231a.htm, accessed July 21, 2023.

82 SCAQMD, *Greenhouse Gases CEQA Significance Thresholds*, available online at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds, accessed July 21, 2023.

Subsequently on April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn (see discussion below), which includes both short-term and long-term aspirations through the year 2035 in various topic areas, including water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.[83] Specific targets included the construction of new housing units within 1,500 feet of transit by 2017, reducing VMT per capita by 5 percent by 2025, and increasing trips made by walking, biking or transit by at least 35 percent by 2025. The Sustainable City pLAn was intended to be updated every four years.

In April 2019, the Green New Deal (Sustainable City pLAn 2019), was released, consisting of a program of actions designed to create sustainability-based performance targets through 2050 designed to advance economic, environmental, and equity objectives.[84] L.A.'s Green New Deal is the first four-year update to the City's first Sustainable City pLAn that was released in 2015.[85] It augments, expands, and elaborates L.A.'s vision for a sustainable future and tackles the climate emergency with accelerated targets and new aggressive goals.

While not a plan adopted solely to reduce GHG emissions, within the Green New Deal, "Climate Mitigation," or reduction of GHG is one of eight explicit benefits that help define its strategies and goals. These include reducing GHG emissions through near-term outcomes:

- Reduce potable water use per capita by 22.5 percent by 2025; 25 percent by 2035; and maintain or reduce 2035 per capita water use through 2050.
- Reduce building energy use per square foot for all building types 22 percent by 2025; 34 percent by 2035; and 44 percent by 2050 (from a baseline of 68 mBTU/s.f. in 2015).
- All new buildings will be net zero carbon by 2030 and 100 percent of buildings will be net zero carbon by 2050.
- Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.
- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; and 75 percent by 2035.

83 City of Los Angeles, *Sustainable City pLAn*, April 2015.

84 City of Los Angeles, *LA's Green New Deal*, 2019.

85 City of Los Angeles, *Sustainable City pLAn*. April 2015.

- Increase the percentage of all trips made by walking, biking, micro-mobility/matched rides, or transit to at least 35 percent by 2025, 50 percent by 2035, and maintain at least 50 percent by 2050.
- Reduce VMT per capita by at least 13 percent by 2025; 39 percent by 2035; and 45 percent by 2050.
- Increase the percentage of electric and zero emission vehicles in the city to 25 percent by 2025; 80 percent by 2035; and 100 percent by 2050.
- Increase landfill diversion rate to 90 percent by 2025; 95 percent by 2035 and 100 percent by 2050.
- Reduce municipal solid waste generation per capita by at least 15 percent by 2030, including phasing out single-use plastics by 2028 (from a baseline of 17.85 lbs. of waste generated per capita per day in 2011).
- Eliminate organic waste going to landfill by 2028.
- Reduce urban/rural temperature differential by at least 1.7 degrees by 2025; and 3 degrees by 2035.
- Ensure the proportion of Angelenos living within 1/2 mile of a park or open space is at least 65 percent by 2025; 75 percent by 2035; and 100 percent by 2050.

Sustainable City pLAn (pLAn). In addition to GreenLA, Mayor Eric Garcetti released Los Angeles's first-ever Sustainable City pLAn on April 8, 2015.[86] The Sustainable City pLAn is a roadmap to achieving short-term results and sets a path to strengthen and transform the City in future decades. Actionable goals include increasing the green building standard for new construction, creating a benchmarking policy for building energy use, developing "blue, green, and black" waste bin infrastructure, reducing water use by 20 percent, and possibly requiring LEED Silver or better certification for new construction.[87] In 2019, the Sustainable City pLAn was updated with new goals, targets, and actions through adoption of L.A.'s Green New Deal as discussed in greater detail below.

City of Los Angeles Green Building Program. The purpose of the City's Green Building Program is to reduce the use of natural resources, create healthier living environments and minimize the negative impacts of development on local, regional, and global ecosystems. The program consists of a Standard of Sustainability and Standard of Sustainable Excellence. The program addresses five key areas:

86 City of Los Angeles, *Los Angeles Sustainable City pLAn*, April 2015, available online at: https://plan.lamayor.org/background/background_plan.html, accessed July 21, 2023.

87 *Ibid*.

- Site: location, site planning, landscaping, storm water management, construction and demolition recycling;
- Water Efficiency: efficient fixtures, wastewater reuse, and efficient irrigation;
- Energy & Atmosphere: energy efficiency, and clean/renewable energy;
- Materials & Resources: materials reuse, efficient building systems, and use of recycled and rapidly renewable materials; and
- Indoor Environmental Quality: improved indoor air quality, increased natural lighting, and improved thermal comfort/control.

The Standard of Sustainability establishes a requirement for non-residential projects at or above 50,000 square feet of floor area, high-rise residential (above six stories) projects at or above 50,000 square feet of floor area, or low-rise residential (six stories or less) of 50 or more dwelling units within buildings of at least 50,000 square feet of floor area to meet the intent of the United States Green Building Council's Leadership in Energy and Environmental Design (LEED) Certified level. The Standard also applies to existing buildings that meet the minimum thresholds described above when redevelopment construction costs exceed a valuation of 50 percent of the existing building's replacement cost.

The voluntary Standard of Sustainable Excellence establishes an incentive program for projects that register with the LEED program, contract with a certified LEED professional, and can demonstrate how the project will achieve LEED certification at a Silver or higher level. These projects are eligible for priority processing services within the Department of City Planning and expedited services within the Bureau of Engineering. The Department of Building and Safety.

City of Los Angeles Green Building Code. On December 10, 2022, the Los Angeles City Council approved Ordinance No. 187719, which amended Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as the Los Angeles Green Building Code, to incorporate by reference certain portions of the 2022 Edition of the California Building Standards Code and to make local administrative, climatic, geological, topographical, or environmental changes. Projects filed on or after January 1, 2023, must comply with the provisions of the Los Angeles Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Divisions 4 and 5 include mandatory measures for newly constructed nonresidential and high-rise residential buildings.

City of Los Angeles All-Electric Buildings. Chapter IX of the LAMC also requires that all new buildings be all-electric buildings, with some exceptions. Equipment typically powered by natural gas such as space heating, water heating, cooking appliances and clothes drying would need to be powered by electricity for new construction. Exceptions are made for commercial restaurants, laboratory, and research and development uses. The LAMC is consistent with 2022 Title 24 goals of encouraging all-electric development which requires new residential uses to be electric-ready (wiring installed for all-electric appliances). Buildings in Los Angeles account for 41 percent of greenhouse gas emissions—more than any other sector in the City.[88] These LAMC requirements ensure that new buildings being constructed are built to leverage the increasingly clean electric grid, which is anticipated to be carbon-free by 2035, rather than relying on fossil fuels.

Existing Buildings Energy and Water Efficiency (EBEWE) Ordinance. Effective in 2017, the EBEWE Ordinance makes public the annual energy and water consumption of all buildings over 20,000 square feet in the City. Beginning in 2017, privately owned buildings that are 20,000 square feet or more and buildings owned by the City that are 7,500 or more are required to be benchmarked, and owners must disclose annual energy and water consumption. Privately owned buildings that are 100,000 square feet or more must begin benchmarking reporting by December 1, 2017, and smaller buildings must begin reporting over the following two years. This Ordinance is designed to facilitate the comparison of buildings' energy and water consumption, and reduce building operating costs, leading to reduced GHG emissions.

City of Los Angeles Solid Waste Programs and Ordinances. The recycling of solid waste materials also contributes to reduced energy consumption. Specifically, when products are manufactured using recycled materials, the amount of energy that would have otherwise been consumed to extract and process virgin source materials is reduced as well as disposal energy averted. In 1989, California enacted AB 939, the California Integrated Waste Management Act, which establishes a hierarchy for waste management practices such as source reduction, recycling, and environmentally safe land disposal.

The City has developed and is in the process of implementing the Solid Waste Integrated Resources Plan, also referred to as the Zero Waste Plan, whose goal is to lead the City towards being a "zero waste" City by 2030. These waste reduction plans, policies, and regulations, along with Mayoral and City Council directives, have increased the level of waste diversion for the City to 76 percent as of 2013. The RENEW LA Plan aims to achieve a zero-waste goal through reducing, reusing, recycling, or converting the resources not going to disposal and achieving a diversion rate of 90 percent or more by 2025. The City has also approved the Waste Hauler Permit Program (Ordinance No. 181,519, LAMC Chapter VI, Article 6, Section

88 City of Los Angeles, *Los Angeles Sustainable City pLAn*, 2019, page 14; data for 2017 most recent year in plan. Available at: https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf, accessed July 21, 2023.

66.32-66.32.5), which requires private waste haulers to obtain AB 939 Compliance Permits to transport construction and demolition waste to City-certified construction and demolition waste processors. The City's Exclusive Franchise System Ordinance (Ordinance No. 182,986), among other requirements, sets a maximum annual disposal level and diversion requirements for franchised waste haulers to promote waste diversion from landfills and support the City's zero waste goals. These programs reduce the number of trips to haul solid waste and therefore reduce the amount of petroleum-based fuels and energy used to process solid waste.

Oil and Gas Ordinance. The Oil and Gas Drilling Ordinance (Oil Ordinance) has been prepared in response to City Council File No. CF 17-0447, which amends the Los Angeles Municipal Code to prohibit all new oil and gas drilling activities and make any existing extraction a nonconforming use in all zones of the City.

In 2022, the Los Angeles City Council responded to concerns by adopting a motion to ban all oil drilling within City limits. The Oil Ordinance would phase out these oil drilling activities, which are known hazards to public health and safety, by immediately banning new oil and gas extraction and requiring the removal of existing operations after an amortization period.

While the Proposed Plans would not directly preclude oil and gas drilling and extraction, the Proposed Plans include a guiding principle to reduce the footprint of the oil and gas industry within residential neighborhoods and subsequent policy to support the expedited preparation of plans and programs for the abandonment, plugging, and remediation of all oil-related sites.

City of Los Angeles General Plan

Air Quality Element. The City does not have a General Plan Element specific to climate change and GHG emissions. However, the following five goals from the City's General Plan Air Quality Element would also lead to GHG emission reductions:[89]

- Less reliance on single-occupancy vehicles with fewer commute and non-work trips;
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality;

89 City of Los Angeles, *Air Quality Element*, June 1991, pages IV-1 to IV-4.

- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implement of conservation measures, including passive measures, such as site orientation and tree planting; and

- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Safety Element. Many of the programs and policies from the Green New Deal are synthesized and summarized into the recently updated (adopted by the City Council on November 24, 2021) Safety Element. The Safety Element also makes reference to related General Plan elements that address safety and climate change, including the Health, Wellness, and Equity Element, the Mobility Element, and the Housing Element as well as specific provisions related to climate change adaptation and resilience. It also points to other documents with more detailed information such as additional interrelated long-range plans and code provisions drafted and implemented by other departments.

The updated Safety Element, includes an objective and policies to address climate change, including air quality. These are shown in **Table 4.7-6**. The Planning Department identified the need to go beyond state requirements in order to elevate the priority of climate vulnerability planning. In particular, the City would like to ensure that adaptation planning efforts center the needs and voices of communities most historically disinvested, pollution burdened, and impacted by climate change to address the root causes of these disparities in conjunction with known climate hazards. To this end, the Planning Department is in the process (as of Spring 2023) of bringing on a consultant to support the development of a Climate Vulnerability Assessment (CVA) which will be conducted in collaboration with the City's Climate Emergency Mobilization Office **(**CEMO - see below) and Emergency Management Department (EMD) with an estimated one-year timeline. A CVA will help the City to better prioritize climate action related strategies and inform future decision making, including pertinent updates to the General Plan.

Table 4.7-6
Safety Element Climate Change Programs, Objectives and Policies

Program/Objective/Policy	Summary
Program 15	Land Use Regulations in Hazard Areas. Use hazard information to shape zoning decisions during the Community Plan update process and include feasible methods to avoid or minimize climate change impacts associated with land use change. Evaluate ordinances such as the baseline hillside ordinance, hillside construction ordinance, floodplain management ordinance, wildlife protection ordinance (proposed), and conduct updates to enhance safety and improve resilience based on updated risk and vulnerability information to protect people, property, water quality, and native habitat. Explore the provision of additional building, fire and zoning code requirements in areas that are likely to be more severely impacted by climate change, for example requiring cooling features and additional open space in residential developments subject to extreme heat, or requiring elevated building height in areas subject to sea level rise and flooding. Develop and integrate sustainable grading standards in building and land use regulations to reduce potential for surface erosion, soil instability or landslides by limiting disturbance on steep slopes.
Program 26	Climate Adaptation and Preparedness Plan. Building upon the Green New Deal (Sustainability pLAn), complete a Climate Adaptation and Preparedness (CAP) plan. Complete a risk assessment and develop specific reduction measures and monitoring programs. Work with Climate Resolve, the Los Angeles Regional Collaborative for Climate Action and Sustainability and local community partners to inform City efforts to identify and respond to the health impacts of climate change and to develop strategies that incorporate community-driven mitigations with expert-led solutions; targeting implementation in the neighborhoods that are most disproportionately impacted by the effects of climate change.
Program 27	Implement Resilience and Sustainability Actions with Communities. Create a commission that empowers impacted communities in implementation of sustainability and resilience actions, such as those identified in the Plan for a Healthy Los Angeles, Resilient LA, and the Green New Deal. Convene citywide forums through the Department of Neighborhood Empowerment, inviting participation from Neighborhood Councils on critical sustainability issues. Increase education and training through City science, water and power outage notifications, emergency item discounts, household safety, arts, and cultural programming offered by departments. Expand climate resilience and emergency preparedness in collaboration with community groups and nonprofit organizations. Develop the next generation of stewards of Los Angeles to be leaders in climate and disaster resilience. Engage communities that have been most impacted by historic planning injustices in future climate change planning through approaches such as Dignity Infused Community Engagement.
Policy 1.1.8	Consider hazard information and available mitigations when making decisions about future land use. Maintain existing low density and open space designations in Very High Fire Hazard Severity Zones (VHFHSZs). Ensure mitigations are incorporated for new development in hazard areas such as VHFHSZs, landslide areas, flood zones and in other areas with limited adaptive capacity.
Objective 1.2	Confront the global climate emergency by setting measurable targets for carbon reduction that are consistent with the best available methods and data, center equity and environmental justice, secure fossil free jobs, and foster broader environmental sustainability and resiliency.
Policy 1.2.1	Environmental Justice. In keeping with the Plan for a Healthy LA, build a fair, just and prosperous city where everyone experiences the benefits of a sustainable future by correcting the long running disproportionate impact of environmental burdens faced by low income families and communities of color.
Policy 1.2.2	Renewable Energy. Aggressively pursue renewable energy sources, transitioning away from fossil-based sources of energy and toward 100 percent renewable energy sources.

Program/Objective/Policy	Summary
Policy 1.2.4	Clean and Healthy Buildings. Design, build and rebuild buildings using passive energy principals, advanced efficiency measures, and on-site renewable energy.
Policy 1.2.5	Housing and Development. In keeping with the Housing Element, put affordable housing within reach of every family and a roof over the head of every Angeleno by developing housing that is affordable, efficient and connected to transportation options.
Policy 1.2.6	Mobility. In keeping with the Mobility Plan, build a comprehensive and integrated transportation network that changes how Angelenos get around and reduces car dependency.
Policy 1.2.7	Zero Emissions Vehicles. In keeping with the Mobility Plan, work toward zero emissions transportation and goods movement and increases zero emissions infrastructure including charging.
Policy 1.2.9	Waste and Resource Recovery. Harvest waste as a resource, stimulate economic innovation, and create green jobs by improving and expanding existing systems of trash and recycling.
Policy 1.2.12	Prosperity and Green Jobs. Leverage investments in green infrastructure and systems to create inclusive economic opportunities for the city's workforce.
Policy 1.2.13	Lead by Example. Leverage government owned properties and publicly-driven investments to realize broader climate change goals.

Source: City of Los Angeles, Safety Element, 2021.

Housing Element (Housing Needs Assessment). The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City.

The Housing Needs Assessment chapter of the Housing Element discusses the City's population and housing stock to identify housing needs for a variety of household types across the City. The current RHNA goal for affordable housing[90] within the City is approximately forty percent of new construction. However,

90 The term "affordable housing" is often generically used to describe a range of housing types -- what is affordable to median income households as well as housing defined by income (i.e., low-income, very-low income and extremely-low-income).

The term "affordable housing" is technically applicable to housing units that costs a median-income household no more than 30 percent of their income; affordable housing is generally aimed at higher income households. HUD Median Family Income (MFI) Guidelines define low-income (LI) households as making at or below 80 percent of the area median income; very-low-income (VLI) households as making at or below 50 percent of the area median income; and extremely-low-income (ELI) housing households as making at or below 30 percent of the area median income.

California refers to HUD's MFI values as the Area Median Income (AMI). HUD also provides a set of factors to adjust qualifying incomes for household size. For example, a one-person household can earn no more than 70 percent of the threshold value for a four-person household to qualify in the same HUD category. California

the City's projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall in affordable housing, the Housing Element provides measures to streamline and incentivize development of affordable housing. Such measures include revising density bonuses for affordable housing; identifying locations which are ideal for funding programs to meet low-income housing goals; and rezoning areas to encourage low-income housing. With implementation of such measures to increase affordable housing, the Housing Element predicts a significant increase in housing production at all income ranges compared to previous cycles.

The Housing Element also promotes sustainability and resilience, and environmental justice through housing, as well as the need to reduce displacement. It encourages the utilization of alternatives to current parking standards that lower the cost of housing, support GHG and VMT goals and recognize the emergence of shared and alternative mobility. The Element also identifies housing strategies for energy conservation, water conservation, alternative energy sources and sustainable development which support conservation and reduce demand.

Mobility Plan 2035. In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016.[91] The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. While the Mobility Plan 2035 mainly relates to transportation, certain components would serve to reduce VMT and mobile source GHG emissions. One component of the Mobility Plan is a GHG emission tracking program to establish compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.

Traffic Study Policies and Procedures. The City of Los Angeles Department of Transportation (LADOT) has developed the City Transportation Assessment Guidelines (TAG) (July 2019, updated July 2020 and August 2022) to provide the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of a transportation assessment. The TAG establishes the reduction of vehicle trips and VMT as the threshold for determining transportation impacts and, thus, is an implementing mechanism of the City's strategy to reduce land use transportation-related GHG emissions consistent with AB 32, SB 32, and SB 375.

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builds on this system by commonly adding two additional categories: Moderate Income (MI) from 80 to 120 percent of AMI and Middle Income (MdI) from 120 to 150 percent of AMI.

91 Los Angeles Department of City Planning, *Mobility Plan 2035: An Element of the General Plan,* approved by City Planning Commission on June 23, 2016, and adopted by City Council on September 7, 2016.

Climate Emergency Mobilization Office (CEMO). The CEMO was launched in early 2021 within the Board of Public Works to coordinate the commitments made by L.A.'s Green New Deal. CEMO convenes an annual Climate Equity LA Series, in coordination with community-based organizations and other key stakeholders throughout Los Angeles. These sessions help to integrate community knowledge and inform the Climate Emergency Mobilization Commission (CEMC) as they establish priorities. These efforts help to advise the City Council, Mayor, and City Departments to shape equitable climate solutions and investments. For instance, the topic of last year's Climate Equity LA Series helped inform the development of Ordinance No. 187714 (CF 22 0151) that requires all new buildings to be all-electric buildings (building decarbonization) – see discussion below. The 2023 Series will focus on extreme heat mitigation and adaptation.

Los Angeles 100% Renewable Energy Study (LA100). In March of 2021, the Department of Water and Power (LADWP) prepared the LA100, which found that Los Angeles can achieve reliable, 100 percent renewable power as early as 2035. It provided a deeper understanding of the challenges and tradeoffs in achieving a 100 percent renewable power grid, modeling a transition to a clean energy future for Los Angeles. The study was developed to assist LADWP and its stakeholders in designing policies and programs and investing in infrastructure to support equitable, reliable, and affordable access to clean energy through future work programs and has since been used to develop a strategic long-term resource plan to meet the goal of becoming 100 percent carbon-free by 2035.

One Water LA 2040 Plan. The Department of Public Works Bureau of Sanitation (LASAN) completed the One Water LA 2040 Plan in 2018, which identified projects, programs and policies that will yield sustainable, long-term water supplies for Los Angeles and provide greater resiliency to drought conditions and climate change, which includes a climate risk and resilience assessment for wastewater and stormwater infrastructure. This plan was also developed to guide strategic decisions for integrated water projects, programs, and policies within the City.

Proprietary City Departments. The City of Los Angeles, unlike many other jurisdictions, also has its own proprietary departments, including the Port of Los Angeles (POLA) and Los Angeles World Airports (LAWA), both of which maintain their own action plans intended to curb GHG emissions related to their extensive municipal operations. For instance, the governing boards for POLA and the Port of Long Beach have approved a Clean Air Action Plan to accelerate progress toward a zero-emission future with strategies to reduce pollution from ships, trucks, trains, harbor craft, and cargo-handling equipment. LAWA also maintains a Sustainability Action Plan with a focus on air and water quality improvements, reduction of noise impacts, and green infrastructure. The Plan sets GHG reduction goals and describes the sustainability programs that are contributing to a significant GHG reduction at LAWA's airports.

4.7.4 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

To answer the Appendix G questions above for the Proposed Plans, the City of Los Angeles will rely on the following threshold of significance to assess the environmental impacts associated with GHG emissions:

- Consistency with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2020-2045 RTP/SCS), the Sustainable City pLAn, GreenLA, and relevant components of the City's General Plan.

The basis for the project specific threshold is provided as follows. The City has not adopted specific GHG significance thresholds. Moreover, as discussed above, SCAQMD has not adopted a GHG significance threshold for land use plans, nor land use development projects with the limited exception of industrial projects where SCAQMD is the lead agency.[92]

On November 30, 2015, the California Supreme Court issued an opinion on GHG significance thresholds for CEQA in the case Center for Biological Diversity et al. vs. California Department of Fish and Wildlife. The following discussion is paraphrased from that case, which assessed the use of GHG significance thresholds.

The Court stated that California air pollution control officials and air quality districts have made several proposals for numerical thresholds. Multiple agencies' efforts at framing GHG significance issues have not yet coalesced into any widely accepted set of numerical thresholds but have produced a certain level of consensus on the value of AB 32 consistency as a criterion. Neither AB 32 nor the applicable CARB Scoping Plan set out a mandate or method for CEQA analysis of GHG emissions from a proposed project. A 2007 CEQA amendment, however, required the preparation, adoption, and periodic update of guidelines for mitigation of GHG impacts. The resulting state direction was that a lead agency should attempt to describe, calculate, or estimate the amount of GHG emissions a project will emit, but recognized that agencies have

92 SCAQMD, *SCAQMD Air Quality Significance Thresholds*, Revision March 2023.

discretion in how to do so. It goes on to provide that when assessing the significance of GHG emissions, the agency should consider these factors among others:

(1) the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;

(2) whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and,

(3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

The Court also acknowledged that the scope of global climate change and the fact that GHGs, once released into the atmosphere, are not contained in the local area of their emission means that the impacts to be evaluated are global rather than local. For many air pollutants, the significance of their environmental impact may depend greatly on where they are emitted; for GHG, it does not. For projects that are designed to accommodate long-term growth in California's population and economic activity in a sustainable manner, such as the Proposed Plans, this fact gives rise to an argument that a certain amount of GHG emissions is as inevitable as population growth. Under this view, a significance criterion framed in terms of efficiency and conservation in land use (as compared to a business-as-usual [BAU] pattern of growth) is superior to a simple numerical threshold because CEQA is not intended as a population control measure.

This consideration favors consistency with AB 32's statewide goals as a permissible significance criterion for project GHG emissions. Meeting statewide reduction goals does not preclude all new development. Rather, the Scoping Plan, the State's roadmap for meeting AB 32's target, assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians. To the extent a project incorporates efficiency and conservation measures sufficient to contribute its portion of the overall GHG reductions necessary for the entire State, one can reasonably argue that its impact is not cumulatively considerable, because it would be helping to solve the cumulative problem of GHG emissions as envisioned by California law. Given the reality of growth, some GHG emissions from new housing and commercial developments are inevitable. The critical CEQA question is the cumulative significance of a project's GHG emissions and, as discussed previously, from a climate change point of view it does not matter where in the State those emissions are produced. Under these circumstances, evaluating the

significance of a project's GHG emissions with respect to their effect on the State's efforts to meet its long-term goals is a reasonable threshold.

The Supreme Court in Center for Biological Diversity recognized potential options for analyzing cumulative significance of a project's GHG emissions, including:

- **Business-as-usual (BAU) Model.** BAU comparison based on the Scoping Plan methodology if supported by substantial evidence that the metric used identifies what level of reduction from business as usual a new land use development at the proposed location must contribute to comply with state goals.

- **Consistency with GHG Regulations or Requirements.** 1) Consistency with AB 32's goal in whole or in part by looking at compliance with regulatory programs designed to reduce GHG, provided the project complies with or exceeds the regulations that were adopted by CARB or other state agencies to comply with the Scoping Plan, and provided the significance analysis only relates to impacts within the area governed by the regulation (e.g., reliance on Title 24 energy efficiency rules that are intended to reduce GHG from buildings would not address GHG impacts from transportation); and/or 2) consistency with local GHG reduction plans (e.g., a climate action plan) to provide a basis for the tiering or streamlining of project-level CEQA analysis, including as consistent with *CEQA Guidelines* Section 15183.3.

- **Relying on numerical thresholds for significance for GHG.**

State CEQA Guidelines Section 15064.4 was amended in 2019 to incorporate the holding in Center for Biological Diversity case as well as others. That section now directs lead agencies as follows:

> *Section 15064.4. Determining the Significance of Impacts from Greenhouse Gas Emissions.*
>
> *(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency shall make a good- faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:*
>
> *(1) Quantify greenhouse gas emissions resulting from a project; and/or*
>
> *(2) Rely on a qualitative analysis or performance based standards.*
>
> *(b) In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change. A project's incremental contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or*

global emissions. The agency's analysis should consider a timeframe that is appropriate for the project. The agency's analysis also must reasonably reflect evolving scientific knowledge and state regulatory schemes. A lead agency should consider the following factors, among others, when determining the significance of impacts from greenhouse gas emissions on the environment:

(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see, e.g., section 15183.5(b)). Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

(c) A lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from a project. The lead agency has discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. The lead agency must support its selection of a model or methodology with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use.

Based on the above legal standards, the City finds analyzing the Proposed Plan's GHG emissions through consistency with the state's laws and programs to address climate change is the appropriate threshold significance. To that end, the Proposed Plans have been evaluated herein for consistency with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2020-2045 RTP/SCS), the Sustainable City pLAn, GreenLA, and relevant components of the City's General Plan.

Basis for Estimate of Project's GHG Emissions

As stated above, *State CEQA Guidelines* Section 15064.4(a) states a lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe and estimate the amount of greenhouse gas emissions resulting from a project. *State CEQA Guidelines* Section 15064.4(c) states a lead agency may use a model or methodology to estimate greenhouse gas emissions resulting from the project

and that the lead agency has the discretion to select the model or methodology it considers most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change. Based upon this guidance, GHG emissions were quantified for the Proposed Plans using the California Emissions Estimator Model (CalEEMod) Version 2022, which is the model recommended by the SCAQMD (see **Appendices 4.2** and **4.7** to this EIR). Operational emissions include both direct and indirect sources including mobile sources, water use, solid waste, area sources, natural gas, and electricity use emissions. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. The model is considered by the SCAQMD to be an accurate and comprehensive tool for quantifying air quality and GHG impacts from land use projects throughout California. Again, this analysis is not performed to measure the project's GHG impacts against a numerical threshold. The City does not have or use a numerical threshold for GHG or a methodology that relies on a quantitative analysis. Instead, the Proposed Project's GHG emissions are quantified and provided to comply with *State CEQA Guidelines*, Section 15064.4(a) and to provide evidence, to the extent possible, to show that the implementation of the plans, policies and regulations adopted to reduce GHG emissions will result in actual GHG reductions.

4.7.5 METHODOLOGY

GHG Emissions Estimates

GHG emissions result from both direct and indirect sources. Direct emissions include emissions from fuel combustion in vehicles and natural gas combustion from stationary sources. Indirect sources include off-site emissions occurring as a result of electricity and water consumption and solid waste. In addition, construction activities would result in direct and indirect emissions. As GHGs are evaluated on a regional basis, the following analysis addresses the Plans as it pertains to the region. Mobile source emissions were estimated using Community Plan Area (CPA) VMT data presented in **Table 4.7-7** and calculated with CalEEMod and associated emission factors from EMFAC2021. The emissions estimates include some codified requirements (such as Pavley regulations and RPS) but do not account for anticipated laws (such as increasingly stringent Title 24 standards, refinery regulations, and the Cap-and-Trade program) that will further reduce future GHG emissions. As discussed in the Transportation section of this EIR, the City's model used to estimate VMT is based on assumptions that may lead to future estimates of VMT being conservatively high. See Impact Analysis below for further discussion related to the conservative nature of the GHG emissions calculated specifically for the Proposed Plans.

Table 4.7-7
Daily VMT for the Harbor LA Community Plan Areas

Scenario	Community Plan Area Daily VMT
Existing (2019)	
Harbor Gateway CPA	1,016,662
Wilmington–Harbor City CPA	1,879,339
Total Harbor LA CPAs	**2,896,001**
2040 Without Proposed Plans	
Harbor Gateway CPA	1,374,952
Wilmington–Harbor City CPA	2,234,178
Total Harbor LA CPAs	**3,609,130**
2040 With Proposed Plans	
Harbor Gateway CPA	2,337,332
Wilmington–Harbor City CPA	2,591,888
Total Harbor LA CPAs	**4,929,220**

Source: Cambridge Systematics, 2023. See section 4.15, Transportation.
Note: The 2040 Without Proposed Plans scenario is included for informational purposes and not for impact analysis or conclusions.

Area source emissions related to existing and future demand for water, wastewater treatment and conveyance, solid waste disposal, and energy were estimated using the calculation methodologies developed for CalEEMod. Water demand and wastewater generation calculations relied on City-specific demand and generation rates from the LADWP Urban Water Management Plan. GHG emissions result from the energy use to supply, distribute, and treat water and wastewater, as well as from solid waste disposal by landfilling, recycling, or composting (as CH_4 and CO_2 gas are emitted in the process). Refer to **Section 4.16, Utilities and Service Systems**, for a detailed estimate of utility use and **Section 4.4, Energy**, for a detailed estimate of energy consumption.

The estimates of water and energy use do not account for trends and regulations related to water and energy conservation. It is anticipated that future conservation (as a result of increased pressure to conserve and increased prices) will result in more efficient energy use by all sectors resulting in reduced energy demand. As energy providers and water suppliers respond to AB 32, SB 32, AB 1279, the Scoping Plan and other regulations, emissions associated with power and water delivery are anticipated to decrease. It is anticipated that the state and region will comply with AB 32, SB 32, AB 1279 and other regulations but at the present time sector-specific improvements are not accounted for in the models and cannot be quantified for this analysis.

In addition, emissions modeling for the Proposed Plans in 2040 does not account for commitments established in L.A.'s Green New Deal to reduce citywide average building energy use per square foot for all building types by 22 percent by 2025 and 34 percent by 2035. If these targets are met, building energy emissions estimates for 2040 could decrease by over one third of emissions presented in **Table 4.7-8**.

GHG emissions would also be generated by construction activity through exhaust from off-road equipment and on-road vehicles that consume fuel. No specific development projects have been proposed as part of the Proposed Plans, and an annualized quantification of the incremental increase in construction emissions resulting from implementation of the Proposed Plans would be speculative. Quantification of short-term construction related GHG emissions is generally based on the size of each individual project, the equipment inventory, and the construction schedule. Such detailed information is not available for development within the CPAs over a 20-year horizon, and it is not feasible to attempt to estimate the incremental changes in annual construction-related GHG emissions within the CPAs throughout the 20-year horizon that would result from implementation of the Proposed Plans. GHG emissions would be generated by construction of each individual project; such emissions are temporary on each site -- lasting only for the duration of construction activities on each site. Within the CPAs, construction is one sector of the economy and is an on-going source of emissions. Construction-related GHG emissions represent a fraction of total regional emissions when considering the emissions generated by mobile, building energy, and other sources. Implementation of the Proposed Plans would have a negligible effect on annual average construction-related GHG emissions in the context of the regional and statewide inventories.[93] Therefore, construction emissions are addressed qualitatively.

Consistency Evaluation With 2022 Scoping Plan Update

Appendix D, Local Actions, of the 2022 Scoping Plan Update includes "recommendations intended to build momentum for local government actions that align with the State's climate goals, with a focus on local GHG reduction strategies (commonly referred to as climate action planning) and approval of new land use development projects, including through environmental review under the California Environmental Quality Act (CEQA)." (Page 4 of Appendix D.)

The State encourages local governments to adopt a CEQA-qualified CAP addressing the three priority areas (transportation electrification, VMT reduction, and building decarbonization). However, the State recognizes that almost 50 percent of jurisdictions do not have an adopted CAP, among other reasons because they are costly, requiring technical expertise, staffing, funding. Additionally, CAPs need to be monitored and updated as State targets change and new data is available. Jurisdictions that wish to take

93 SCAG's Connect SoCal Program EIR states that construction related emissions account for less than 0.3 percent of total annual emissions within the SCAG region.

meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in the absence of a CEQA-qualified CAP are advised to look to the three priority areas when developing local climate plans, measures, policies, and actions: (transportation electrification, VMT reduction, and building decarbonization). "By prioritizing climate action in these three priority areas, local governments can address the largest sources of GHGs within their jurisdiction." (Page 9 of Appendix D.)

The state also recognizes in Appendix D, Local Actions, of the Scoping Plan that each community or local area has distinctive situations and local jurisdictions must balance the urgent need for housing[94] while demonstrating that a Project is in alignment with the State's Climate Goals. The State calls for the climate crisis and the housing crisis to be confronted simultaneously. Jurisdictions should avoid creating targets that are impossible to meet as a basis to determine significance. Ultimately, targets that make it more difficult to achieve statewide goals by prohibiting or complicating projects that are needed to support the State's climate goals, like infill development, low-income housing or solar arrays, are not consistent with the State's goals. The State also recognizes the lead agencies' discretion to develop evidence-based approaches for determining whether a project would have a potentially significant impact on GHG emissions.

4.7.6 IMPACTS

Threshold 4.7-1 **Are the Proposed Plans consistent with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2020-2045 RTP/SCS), the Sustainable City pLAn, GreenLA, and relevant components of the City's General Plan?**

This impact would be less than significant.

GHG Emissions Generation

Reasonably anticipated development from the Proposed Plans would generate GHG emissions through individual project construction and operation during the planning horizon. GHG emissions would primarily occur from sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, water and wastewater systems, and indirect sources such as electricity generation. **Table 4.7-8, Operational Greenhouse Gas Emissions,** compares existing annual GHG emissions for the CPAs to 2040 emissions with and without the Proposed Plans. Mobile source emissions are presented for

94 The State recognizes the need for 2.5 million housing units over the next eight years, with one million being affordable units. See page 20, Appendix D, *2022 Scoping Plan Update*, November 2022.

the CPAs based on existing conditions and reasonably anticipated development with and without (i.e., No Project) the Proposed Plans in 2040. As discussed above, the estimates presented herein do not account for conservation, recent regulations and future regulations needed to comply with state sector specific GHG reduction requirements. See below for additional items related to modeling limitations and considerations specific to the Proposed Plans.

Based on the 2040 reasonably anticipated development under the Proposed Plans, total annual GHG emissions generated in the CPAs and by regional vehicle travel would be greater than existing emissions by approximately 249,630 $MTCO_2e$. This represents an increase in total GHG emissions of about 39 percent as compared to existing conditions, whereas the service population of the CPAs (residents plus employees) is projected to grow by approximately 51 percent within the CPAs. Consequently, despite the overall increase in GHG emissions generated in the CPAs, GHG emissions per capita (service population) would decrease by approximately 9 percent (from 4.3 $MTCO_2e$ per capita to 3.9 $MTCO_2e$ per capita) within the CPAs primarily due to a combination of improved motor vehicle emissions factors in the year 2040 and the projected increase in service population. See below for modeling limitations and considerations specific to the Proposed Plans' GHG estimates.

Table 4.7-8
Operational Greenhouse Gas Emissions

Source Category[1]	Annual GHG Emissions ($MTCO_2e$)		
	Existing (2019)	Future No Project (2040)	Proposed Plans (2040)
All On-Road Vehicles[2]	412,910	375,411	512,723
Area Sources	4,387	4,907	5,309
Building Energy	184,279	245,418	315,176
Waste Disposal	15,209	19,384	26,909
Water Resources	14,838	16,871	20,841
Refrigerants	526	776	821
Total	**632,149**	**662,767**	**881,779**
Residential Population	123,428	134,066	161,345
Annual per Resident GHG Emissions ($MTCO_2e$/Resident)[3]	**5.1**	**4.9**	**5.5**
Service Population	147,968	170,423	223,685
Annual per Capita GHG Emissions ($MTCO_2e$/Service Population)	**4.3**	**3.9**	**3.9**

Source: Impact Sciences, Inc., 2023; see Appendix 4.2 to this EIR for annual GHG emissions data across all scenarios.
[1] As discussed in the Methodology subsection the estimates presented herein do not account for conservation, recent regulations and future regulations needed to comply with state sector specific GHG reduction requirements.
[2] Accounts for vehicle trips with origins and/or destinations within the CPAs under each scenario per VMT data provided by Cambridge Systematics (2023); see Table 4.7-6 previously.
[3] SB 375 and the RTP/SCS address per capita emissions not emissions per service population; the Harbor LA CPAs has a relatively high job-base and therefore may have higher per capita GHG emissions compared to a CPA with more residents and fewer jobs.
For this reason, emissions per Service Population (residents plus employment within the CPA) are also provided in the table. The City's VMT thresholds also utilize the service population metric; therefore, both per-resident and per-service population values are shown.

In accordance with transportation and land use planning requirements under SB 375 and associated regional GHG reduction targets, this GHG emissions assessment also specifically analyzes per-capita (per resident) GHG emissions from passenger vehicles and light duty trucks. The Connect SoCal Plan established a target of reducing per-capita GHG emissions from passenger vehicles by 19 percent within the SCAG region by 2035 as compared to 2005.[95] **Table 4.7-9, Harbor LA CPAs SB 375 Vehicle Per Capita CO_2 Emissions,** presents an analysis of the annual CPAs passenger vehicle and light duty truck VMT and corresponding GHG emissions for existing conditions and future 2040 conditions without and with the Proposed Plans. Under existing conditions, the CPAs daily per capita GHG emissions from passenger

95 It is acknowledged that SCAG's reduction target is an average for the region, and urban areas such as the Plan Area, could be expected to achieve a greater reduction than the region as a whole. Also, as discussed in detail above, CARB indicated in 2020 that to meet the Statewide reduction goals set forth by SB 32 and the 2017 Scoping Plan, the State would need to reduce per capita GHG emissions from cars and light-duty trucks by 25 percent by 2035, resulting in a 7 percent gap between the 18 percent emissions reductions targets previously set for the regions (averaged for the 18 MPOs and compared to a baseline year of 2005).

vehicles are approximately 18.2 pounds of carbon dioxide/year ($lbCO_2$) per resident, which is lower than the SCAG estimated 2005 per capita CO_2 emission rate from cars and light-duty trucks of 23.8 $lbCO_2$ per capita.[96] With implementation of the Proposed Plans, per capita CO_2 emissions from cars and light-duty trucks would be approximately 16.3 $lbCO_2$ per CPA resident, which is approximately 32 percent lower than the SCAG 2005 per capita emissions level used to establish the SB 375 regional targets.

Despite the increase in passenger VMT from the existing condition to 2040 Proposed Plans condition, per capita GHG emissions would decrease within the CPAs primarily due to a combination of improved motor vehicle emissions factors in the year 2040 and the projected increase in residential population. Therefore, implementation of the Proposed Plans would achieve per capita reductions exceeding the targets established by CARB for the SCAG region, which would be consistent with the goals established by SB 375. With the above said, the City is not relying on any quantitative threshold for GHG impact analysis as the necessary evidence and analysis to support any particular quantitative threshold for the City that would meet the State's quantitative targets are not available to the City.

Table 4.7-9
Harbor LA CPAs SB 375 Light-Duty Vehicle Per Capita CO_2 Emissions

	Existing Conditions (2019)	Future No Project (2040)	Proposed Plans (2040)
Resident Population	123,428	134,066	161,345
Daily CO_2 Emissions (Pounds)[1]	2,252,239	1,943,688	2,631,546
Per Capita Emissions (Pounds)[2]	18.2	14.5	16.3
Percent Difference from 2005 SCAG Regional Per Capita Emissions Level[3]	-23%	-39%	-32%

Source: Impact Sciences, Inc., 2023; see Appendix 4.7 to this EIR.
[1] Transportation emissions in future analysis scenarios are based on GHG emission rates for passenger and light duty vehicles from EMFAC2021 that account for continued implementation of the Pavley standards; non-truck VMT data across all scenarios provided by Cambridge Systematics (2023).
[2] SB 375 and the RTP/SCS address per capita emissions not emissions per service population; the Harbor LA CPAs have a relatively high job-base and therefore may have higher per capita GHG emissions compared to a CPA with more residents and fewer jobs.
[3] SCAG estimates the per capita 2005 emissions from cars and light-duty trucks as 23.8 pounds CO_2 per person per day.

It should be recognized that the Proposed Plans are growth accommodating and not growth inducing. The underlying purpose of the Proposed Plans is to plan for and accommodate foreseeable growth in the City, consistent with the growth strategies of the City as provided in the Framework Element as well as the policies of SB 375, the SCAG RTP/SCS, and the City's Housing Element. Through encouraging mixed-use

96 SCAG, *Draft Program Environmental Impact Report for the 2016–2040 RTP/SCS*, December 2015.

and equitable transit-oriented development at key locations in the CPAs, the Proposed Plans create an efficient strategy for reasonably anticipated development in the CPAs, consistent with AB 32, SB 32, AB 1279, the Scoping Plans and the SCAG RTP/SCS. Targeting growth in transit-oriented locations as well as infill locations where housing is located near jobs are pillars of the land use and transportation strategies contained in the RTP/SCS. Furthermore, because of the proximity of jobs and housing and transit-oriented development at key locations, focusing growth in the CPAs would reduce citywide and regionwide emissions as compared to accommodating more of the projected growth in other parts of the City and/or region. The per capita reduction in GHG emissions identified above demonstrates general consistency with regional, state, and federal efforts to reduce climate impacts from development and transportation. While the GHG emissions estimated in **Table 4.7-8** and **Table 4.7-9** are useful in illustrating the scope of total GHG emissions and per capita GHG emissions across the analyzed scenarios, as discussed in the Methodology subsection above, the estimates do not include recent trends as well as adopted and reasonably foreseeable regulations. Moreover, as discussed above, the City does not have sufficient evidence to compare any quantitative metric at City level to a Statewide level, and therefore the Plans' impact analysis is centered on the consistency analyses provided below.

GHG Modeling Limitations and Considerations. There are several important modeling limitations and considerations that should be noted with respect to the GHG emissions estimated in **Table 4.7-8** and **Table 4.7-9**. Based on the following items, the total GHG emissions and per capita GHG emissions identified above are likely overestimated and should be considered a conservative good-faith estimate of the Proposed Plans' potential GHG emissions.

Daily VMT for Harbor LA CPAs. As shown previously in **Table 4.7-7**, the daily VMT in the Harbor LA CPAs is estimated to increase from 2,896,001 in 2019 to 4,929,220 in 2040 With the Proposed Plans. As discussed in more detail in **Section 4.15, Transportation & Traffic**, the commercial and industrial uses within the Harbor CPAs are frequently associated with operation of the Ports. Commercial and industrial uses comprise a large fraction of land uses within the Harbor CPAs. The Ports of Long Beach and Los Angeles are not just important to the regional economy but are also vital parts of the state and national economies. As a result of the state-wide and national reach of many facilities associated with port operations, trips associated with these land uses are much longer than average trip lengths in the region and they are anticipated to get longer in the future. As a result of the unique nature of the land use distribution in these CPAs (i.e., large fraction of land uses involve truck trips) the length of heavy-duty truck trips has an unusually large impact on VMT (and therefore on GHG emissions), resulting in a significant impact on VMT for the CPAs. This analysis conservatively attributes the increase in truck trips and associated VMT is due to the Proposed Plans even though such increases are more appropriately attributed to Port operations and state-wide and national demands for goods.

With respect to non-truck trips and VMT, the City's Transportation Demand Forecast (TDF) model uses historic data from the 2016 SCAG model to help predict future travel patterns by developing trip factors associated with different land uses, mode share splits, and trip distances. Historically, some workers in the Ports area have travelled substantial distances to their homes as a result of the high cost of housing in the South Bay. However, these historic patterns do not reflect anticipated changes in travel patterns that are anticipated to occur as land use planning continues to evolve. The Proposed Plans would increase jobs from 24,540 in 2019 to 62,339 in 2040 with an associated more modest increase in housing units (36,275 in 2019 to 47,202 in 2040) due to several factors that limit housing growth potential in the Project area (such as contaminated sites and proximity to industrial uses). While housing growth within the Harbor LA CPAs is constrained, adjacent communities are planning for substantial housing growth, including substantial growth in housing for all income levels, consistent with the 6th Cycle Regional Housing Needs Allocation (RHNA) and required updated Housing Elements. As a result of substantial increases in planned housing, at all income levels in surrounding communities, it is expected that the increase in jobs in the Harbor LA CPAs would align more closely with available housing and the existing populations; meaning jobs and associated housing are expected to be located closer together. As discussed throughout the RTP/SCS and herein, a key strategy to reduce trip lengths is locating jobs and households in close proximity to each other as well as in proximity to transit. As these strategies are implemented throughout the region and trip lengths are reduced, it is anticipated that future model versions will reduce trip lengths accordingly. The longer trip lengths associated with employment would likely be reduced compared to what has been estimated herein for the Proposed Plans. For these reasons, the GHG emissions associated with on-road motor vehicles from the City's transportation demand model is anticipated to be overestimated.

Building Energy. CalEEMod calculates GHG emissions from energy use (including energy associated with water treatment and delivery) based on current energy efficiencies. Specifically, CalEEMod generates default electricity and natural gas consumption based on the Electricity Demand Forecast Zone (EDFZ) and associated 2019 consumption estimates from the CEC.[97] CalEEMod also uses the existing energy profile (in terms of energy sources) of utility providers and does not account for requirements to transition to cleaner renewable sources. Specifically, the State's transition away from fossil fuel–based energy sources will bring the CPAs GHG emissions associated with building energy use down to zero as our electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the State's Renewables Portfolio Standard (RPS) by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but

97 California Air Pollution Control Officers Association, *California Emissions Estimator Model (Version 2022.1) User's Guide, Appendix C.* 2022, available online at: https://www.caleemod.com/user-guide, accessed June 5, 2023.

implementation does not depend (directly, at least) on how buildings are designed and built. As future improvements to the Energy Code are implemented and carbon-free energy supply increases through the horizon year of the Proposed Plans, GHG emissions from building energy would be reduced when compared to those estimated above.

New Building Electrification. The GHG estimates provided above do not account for LAMC requirements for all new buildings (with some exceptions) to be all-electric. Space heating, water heating and cooking for non-restaurant uses in new buildings are required to be powered by electricity. In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The combination of the all-electric LAMC regulations and increasing availability of renewable energy will serve to reduce GHG emissions from sources traditionally powered by natural gas.

Consistency with SB 375 and SCAG RTP/SCS

The State of California has adopted plans and policies designed to reduce regional and local GHG emissions. SB 375 requires that each of the state's 18 Metropolitan Planning Organizations (MPOs) prepare an SCS in the RTP that demonstrates how the region will meet greenhouse gas emissions targets. SB 375 establishes a collaborative relationship between MPOs and CARB to establish GHG emissions targets for each region in the state. Under the guidance of the goals and objectives adopted by SCAG's Regional Council, the RTP/SCS was developed to provide a blueprint to integrate land use and transportation strategies to help achieve a coordinated and balanced regional transportation system. The RTP/SCS represents the culmination of several years of work involving dozens of public agencies, 191 cities, hundreds of local, county, regional and state officials, the business community, environmental groups, as well as various nonprofit organizations. Adoption of the 2020 RTP/SCS substantiated that the growth forecasts for the SCAG region, taking into account efforts to reduce climate change impacts from GHG emissions, were consistent with the goals of SB 375.

The primary goal of the SCS is to provide a vision for future growth in southern California that will decrease per capita GHG emissions from passenger vehicles. However, the strategies contained in the SCS will produce benefits for the region far beyond simply reducing GHG emissions. The SCS integrates the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas where jobs and housing are in proximity including on existing main streets, in downtowns, and on commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development.

The underlying purpose of the Proposed Plans is to plan for and accommodate foreseeable growth in the CPAs, consistent with the growth strategies of the City as provided in the City's General Plan Framework Element as well as the policies of SB 375 and the SCS. Through encouraging mixed-use and equitable transit-oriented development at key locations in the CPAs, the Proposed Plans create an efficient strategy for reasonably anticipated development in the CPAs, consistent with the RTP/SCS. Targeting growth in transit-oriented locations and where jobs and housing are in proximity to each other are the foundation of the land use and transportation strategies contained in RTP/SCS. Furthermore, because of the proximity of jobs and housing and transit-oriented development at key locations, focusing growth in the CPAs would reduce citywide and regionwide emissions as compared to accommodating more of the projected growth in other parts of the City and/or region. For these reasons, the Proposed Plans are expected to contribute to reductions in per capita GHG emissions, likely beyond the reductions detailed above. **Table 4.7-10, Consistency Analysis of the Proposed Plans with the SCAG 2020 RTP/SCS**, below, further illustrates the Proposed Plans would be consistent with the goals of SB 375 and SCAG's RTP/SCS.

Table 4.7-10
Consistency Analysis of the Proposed Plans with the SCAG 2020 RTP/SCS

Goals	Consistency
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent**. As discussed in **Section 3.0**, **Project Description**, the Proposed Plans: encourage mixed-use and equitable transit-oriented development at key locations; create hybrid industrial areas that prioritize jobs-producing uses and serve as a physical buffer between residential and heavy industrial uses; and revitalize existing commercial areas through zoning regulations for improved street frontage and pedestrian-oriented design standards and by promoting a diversity of uses. The Wilmington-Harbor City Community Plan would also amend the designation along Anaheim Street and modify the enhanced network designations to be consistent with the goals of the City's Mobility Plan 2035.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Consistent**. Daily per capita GHG emissions from light-duty vehicles are estimated at 18.2 lbCO_2/resident in 2019 and 16.3 lbCO_2/resident in 2040 with the implementation of the Proposed Plans. This change represents a 10 percent drop in per capita emissions. Annual per capita (service population) GHG emissions from the Proposed Plans as a whole (which includes emissions from on-road vehicles, area sources, building energy, waste disposal, and water resources) are estimated to reduce from 4.3 MTCOE2e/per capita in 2019 to 3.9 MTCOE2e/per capita in 2040, which equates to a 9 percent decrease in per capita emissions. Additionally, the Proposed Plans propose pedestrian-friendly design standards for new development in targeted areas of the Harbor LA CPAs, which also serve to further reduce GHG emissions and improve air quality.
Goal 6: Support healthy and equitable communities.	**Consistent**. As discussed in **Section 2.0**, **Project Description**, one of the objectives of the Harbor LA Community Plans is to

Goals	Consistency
	create hybrid industrial areas that prioritize job-producing uses and serve as a physical buffer between residential and heavy industrial uses. The Proposed Plans would achieve this objective by implementing new land use designations and zoning districts in the Plan Areas that would establish buffers between heavier industrial areas and residential neighborhoods, distancing intense industrial uses from sensitive uses. The Plans also include recommendations for buffers around oil extraction activities to improve community air quality. Lastly, the Proposed Plans would implement pedestrian-friendly design standards, bike infrastructure, and greater access to the Dominguez Channel as a recreational resource.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent**. As detailed in **Section 4.10**, **Land Use**, the Proposed Plans would implement strategic land use and zoning changes that would allow for jobs, housing, and community-serving uses to be developed near existing transportation infrastructure, such as the Metro J Line. As discussed in **Section 4.15**, **Transportation**, implementation of the Proposed Plans would create complete neighborhoods that encourage expansions to transit services along major corridors, prioritize pedestrian safety and comfort, and increase bicycle infrastructure in the Plan Areas.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent**. The Proposed Plans would promote various types of residential uses in areas near the Metro J Line stations.

Source: SCAG, 2020–2045 RTP/SCS, and Impact Sciences, Inc., 2023.

Consistency With AB 32, SB 32, AB 1279 and 2022 Scoping Plan

The Proposed Plans are consistent with the goals of AB 32, SB 32, AB 1279, and the associated CARB Scoping Plans, which call for strategies to reduce Statewide GHG emissions. As discussed previously, jurisdictions that want to take meaningful climate action aligned with the State's climate goals should look to the following three priority areas:

- transportation electrification,
- VMT reduction, and
- building decarbonization.

To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas).[98]

98 Table 1 of Appendix D, *2022 Scoping Plan Update*, November 2022.

As there are currently no specific development projects associated with the Proposed Plans, the following discussion generally illustrates how the City will ensure GHG emissions from these priority areas are reduced to the maximum extent feasible.

Transportation Electrification. The priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles to be zero-emission by 2035 (see Table 2-1 of the Scoping Plan).

- *Convert local government fleets to zero-emission vehicles (ZEV).*

The CARB approved the Advanced Clean Cars II rule which codifies Executive Order N-79-20 and requires 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's EVs in 2030. This report would help decision-makers allocate resources to install new EV chargers where they are needed most.

The City of LA Green New Deal (Sustainable City pLAn 2019) identifies a number of measures to reduce VMT and associated GHG emissions. Such measures that would support the local reduction strategy include converting all city fleet vehicles to zero emission where technically feasible by 2028. Starting in 2021, all vehicle procurement followed a "zero emission first" policy for City fleets. The Green New Deal also establishes a target to increase the percentage of zero emission vehicles to 25 percent by 2025, 80 percent by 2035 and 100 percent by 2050. In order to achieve this goal, the City would build 20 Fast Charging Plazas throughout the City. The City would also install 28,000 publicly available chargers by 2028 to encourage adoption of ZEVs.

The City's goals of converting the municipal fleet to zero emissions and installation of EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. Although this measure mainly applies to City fleets, the Proposed Plans would not conflict with these goals. Furthermore, as individual development projects are proposed within the CPAs, each project would be evaluated on a case-by-case basis to determine the appropriate number of EV chargers to be installed. Installation of additional EV chargers would encourage adoption of EVs.

- *Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans).*

The state has adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations. As a result, the City updated Section IX of the LAMC, which requires most new construction to designate 30 percent of new parking spaces as capable of supporting future electric vehicle supply equipment (EVSE). This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. The ordinance also requires new construction to install EVSE at 10 percent of total parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces. The City has also implemented programs to increase the amount of EV charging on city streets, EV carshare, and incentive programs for apartments to be retrofitted with EV chargers.

The City's goals of installing EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. As individual development projects are proposed within the CPAs, each project would be evaluated on a case-by-case basis to determine the appropriate number of EV chargers to be installed. Based on the City's updates to Section IX of the LAMC, many of the future development projects within the CPAs would exceed the CALGreen 2022 requirement.

VMT Reduction. The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT per capita 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.

- *Reduce or eliminate minimum parking standards in new developments.*
- *Implement parking pricing or transportation demand management pricing strategies.*

The City of Los Angeles Mobility Plan 2035 contains measures and programs related to VMT reduction throughout the City. With regard to parking standards, the implementation of Mobility Plan Programs and AB 2097 reduce or eliminate parking requirements for certain types of developments near transit (within half a mile). These reduction strategies and TDM programs would serve to reduce minimum parking standards and reduce vehicle trips. Individual discretionary projects, including those within the area of the Proposed Plans, currently are reviewed, and would continue to be reviewed, using the City's VMT trip calculator. As part of that review, if individual projects have the potential to significantly impact VMT, the calculator allows the applicant to identify project design features that reduce VMT and if such PDFs are not available it identifies suggested mitigation measures. It should also be noted that the City's VMT threshold for land use projects is generally more demanding than the State's recommended threshold, which means future development projects within the Harbor LA CPAs will be evaluated for VMT reduction beyond what is called for in the region. See also **Section 4.15, Transportation & Traffic ,** for a detailed discussion of the City's VMT thresholds, methodology, VMT calculator, TDM programs and mitigation measures that may be applicable to future development projects within the Harbor LA CPAs.

- *Implement Complete Streets policies and investments, consistent with general plan circulation element requirements.*

The City of Los Angeles Mobility Plan 2035 established a "Complete Streets" planning framework which resulted in the City of Los Angeles Complete Streets Design Guide in 2015, consistent with California's Complete Streets Act of 2008. A supplemental update to the Complete Streets Design Guide was adopted in 2020.

The Complete Streets Design Guide provides a number of measures to increase public access to electric shuttles, car sharing and walking. The Design Guide establishes guidelines for establishing on-street parking for car sharing. The City has also established BlueLA which is a car sharing network consisting of more than 100 electric vehicles located throughout the City. In addition, under the Green New Deal, the City would install 28,000 publicly available chargers by 2028 and introduce 135 new electric DASH buses. While this reduction strategy mainly applies to City traffic circulation, the Proposed Plans would not conflict with the strategy. See also below for consistency analysis with the City's Mobility Plan 2035.

- *Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.*

- *Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking.*

- *Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood).*

- *Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements).*

These reduction strategies are supported through implementation of SB 375 which requires integration of planning processes for transportation, land-use and housing and generally encourages jobs/housing proximity, promote transit-oriented development (TOD), and encourages high-density residential/commercial development along transit corridors. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 RTP/SCS, also referred to as Connect SoCal. The 2020–2045 RTP/SCS' "Core Vision" prioritizes the maintenance and management of the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. See above for a detailed discussion of consistency with SB 375 and the 2020-2045 RTP/SCS.

On a local level, the City has developed the Complete Streets Design Guide which provides a number of reduction strategies to increase public access to electric shuttles, car sharing and walking, continues to build out networks in the Mobility Plan for pedestrians, bicyclists, and transit users, has implemented an EV car sharing network, and is working towards increasing publicly available chargers, and introducing new electric DASH buses. See also below for consistency analysis with the City's Mobility Plan 2035.

The Harbor CPAs would provide for infill development within existing urbanized areas that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. While transit, bicycle and pedestrian opportunities are limited by the nature of the project areas, the Harbor CPAs would provide for increasing jobs in proximity to housing in the South Bay.

- *VMT reduction through affordable housing*

As California continues to experience a severe housing shortage, the State must plan for more than 2.5 million residential units over the next eight years, and no less than one million of those residential units must be affordable to lower-income households.[99] This represents more than double the housing planned for during the last eight years.[100] The housing crisis and the climate crisis must be confronted simultaneously, and it is possible to address the housing crisis in a manner that supports the State's climate and regional air quality goals.[101] CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA's Handbook) provides a VMT reduction measurement for incorporation of low-income housing. Measure T-4 (Integrate Affordable and Below Market Rate Housing) shows a 28.6 percent reduction in VMT for low-income units in comparison to market rate units.[102]

The Scoping Plan references two studies related to housing affordability/income and VMT. One study [103] indicates (Table 5 of the referenced study) that as compared to moderate-income units, VMT is reduced by 10.2 percent for low-income households, 25.2 percent for very low-income households and 32.5 percent for

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99 California Department of Housing and Community Development, *Statewide Housing Plan*, 2022, available online at www.hcd.ca.gov/docs/statewide-housing-plan.pdf, accessed July 21, 2021.

100 *Ibid.*

101 Elkind, E. N., Galante, C., Decker, N., Chapple, K., Martin, A., & Hanson, M. 2017. Right Type, Right Place: Assessing the Environmental and Economic Impacts of Infill Residential Development through 2030. Available at: https://ternercenter.berkeley.edu/research-and-policy/right-type-right-place/, accessed July 21, 2021.

102 The ITE Trip Generation Manual 11th Edition (2021) identifies "low-rise affordable multifamily housing" as reducing trip by 28.6 percent as compared to "market rate low-rise multifamily housing not near transit." This trip generation information is included in Measure T-4 of the CAPCOA Handbook.

103 Following study is referenced in the Scoping Plan Appendix D, Table 3: Newmark, G. and Haas, P. 2015. Income, Location Efficiency, and VMT: Affordable Housing as a Climate Strategy. Available at: https://chpc.net/wp-content/uploads/2016/05/CNT-Working-Paper-revised-2015-12-18.pdf, accessed July 21, 2021.

extremely low-income (ELI) households in Metro areas. The other study[104] indicates that the difference in daily VMT for ELI and very low-income households in Department of Housing and Community Development TOD areas vs. non-TOD is -20.9 VMT and -17.6 VMT per day respectively.

A study[105] commissioned by Caltrans based on Los Angeles area survey data, shows VMT reductions by income level as compared to a base case, with lower income units, especially ELI units, showing a substantial reduction in VMT as compared to other income levels (Table 13, p. 51 of the referenced study).

The Caltrans study indicates that ELI housing generates a fraction of the VMT of other types of affordable housing no matter where they are located. If a low-income multi-family unit (7.65 VMT in an urban neighborhood, according to the Caltrans study) is generically representative of an affordable unit an ELI unit (with 0.45 VMT) would have just 6 percent of the VMT of a low-income unit (94 percent reduction) or 3 percent of a median-income unit in a suburban neighborhood (97 percent reduction).

The City's Housing Element of the General Plan provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising 20 percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall, the Housing Element identifies measures to encourage development of affordable housing such as revising density bonuses for affordable housing; identify locations which are ideal for funding programs to meet low-income housing goals; and rezone areas to encourage low-income housing. The Housing Element estimates that implementation of these measures would increase housing production at all income ranges compared to previous cycles.

The City's 20 percent goal of low-income housing for new construction is applicable on a citywide basis and not applicable to an individual project. The Planning Department Housing Division found, based on market studies and experiences of other agencies, that mandating 20 percent affordable housing on individual projects is likely to reduce overall housing production, including low-income housing, in the City and would be contrary to City and State policies. Pushing more housing outside of the City would be contrary to the Scoping Plan, as infill housing production in the City, which is a highly urbanized city with billions of dollars invested in transit infrastructure, lower average VMT than the SCAG region, is called for

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104 California Housing Partnership Corporation and TransForm. 2014. Why Creating and Preserving Affordable Homes Near Transit is a Highly Effective Climate Protection Strategy. Available at: https://chpc.net/resources/why-creating-and-preserving-affordable-homes-near-transit-is-a-highly-effective-climate-protection-strategy/, accessed July 21, 2021.

105 Caltrans, Technical Report, Dr. Kelly J. Clifton (PI); Dr. Kristina M. Currans; Dr. Robert Schneider; Dr. Susan Handy, Maseeh College of Engineering & Computer Science Portland State University, Affordable Housing Trip Generation Strategies and Rates, September 2018.

in the 2022 Scoping Plan. The City has implemented a highly successful Transit Oriented Communities (TOC) program as well as other City programs that facilitate the production of low-income (LI), very-low-income (VLI) and extremely-low-income (ELI) housing in proximity to transit. In general, development in proximity to transit has much lower trip generation and vehicle trip lengths than development not adjacent to transit.

As further detailed in **Section 4.13, Population and Housing**, the Proposed Plans, while focused mostly on job growth, do accommodate current and anticipated housing demand in the Harbor LA CPAs, including affordable housing. In addition to the City's affordable housing regulations and policies, the Proposed Plans also include affordable housing incentives through community benefit systems. This program will allow developers to provide or otherwise cause the creation of specific community benefits in return for access to above-baseline density and other property development standards. Maximum floor area ratio (FAR) and height may be achieved through participation in the various incentive systems described in Article 12 of the LAMC Chapter 1A. Development exceeding development rights may be permitted by producing a range of public benefits including affordable housing.

For purposes of evaluating consistency with affordable housing targets relative to GHG reduction goals, the City of Los Angeles considers citywide housing production and does not require individual projects to meet specific targets as all levels of housing affordability are needed in the City particularly in proximity to transit.

Building Decarbonization. The priority GHG reduction strategies for local government climate action related to electrification are discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances beginning in 2026 (residential) and 2029 (commercial) (see Table 2-1 of the Scoping Plan).

- *Adopt all-electric new construction reach codes for residential and commercial uses.*

California's transition away from fossil fuel–based energy sources will bring the Plans' GHG emissions associated with building energy use down to zero as the City's electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the State's RPS by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

The City has updated the LAMC with requirements for all new buildings, with some exceptions to be all-electric, which will reduce GHG emissions related to natural gas combustion. Space heating, water heating and cooking for non-restaurant uses would be required to be powered by electricity. In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The combination of the all-electric LAMC regulations and increasing availability of renewable energy will serve to reduce GHG emissions from sources traditionally powered by natural gas. Unless exempt, all new buildings proposed and constructed through the Proposed Plans horizon year will be subject to this section of the LAMC.

- *Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers).*

This reduction strategy would support the Scoping Plan action regarding electrification of appliances in existing residential buildings (see Table 2-1 of the Scoping Plan). The City and Los Angeles Department of Water and Power has established rebate programs to promote use of energy-efficient products and home upgrades. Under the LADWP's Consumer Rebate Program (CRP), residential customers would receive rebates for energy-efficient upgrades such as Cool Roofs, Energy Star Windows, heating, ventilation, and air conditioning (HVAC) upgrades, pool pumps and insulation upgrades. Such upgrades would serve to reduce wasteful energy and water usage and associated GHG emissions. While it is unknown at this time if future development projects within the Harbor LA CPAs would involve retrofit of existing buildings, each project would be reviewed on a case-by-case basis to determine if these strategies are relevant and applicable.

Consistency With City of Los Angeles GreenLA Climate Action Plan (CAP)

The City of Los Angeles enacted its GreenLA CAP in 2007 to outline strategies for reducing the City's emissions of GHG and consequent effects on climate change. The CAP's primary long-term objective is to establish a framework for implementing GHG emissions reduction efforts that would achieve a goal of reducing citywide emissions to 35 percent below 1990 levels by 2030. With regard to planning, elements of the CAP designed to aid in regional GHG reductions include promotion of high-density housing close to major transportation arteries, implementation of transit-oriented development, and expanding availability of City land for housing, mixed-use development, parks, and open space.

The Proposed Plans would add multi-family housing as well as new commercial and industrial space to the CPAs. Through encouraging mixed-use and equitable transit-oriented development at key locations in the CPAs, the Proposed Plans create an efficient strategy for reasonably anticipated development in the

CPAs. Furthermore, because of the proximity of jobs and housing and enhanced opportunities for transit use in the CPAs, focusing growth in the CPAs would reduce citywide and regionwide emissions as compared to accommodating more of the projected growth in other parts of the City and/or region. The combination of these strategies is consistent with the goals of GreenLA. **Table 4.7-11, Consistency Analysis of the Proposed Plans with the City's GreenLA CAP,** illustrates the Proposed Plans consistency with the City's GreenLA CAP.

Table 4.7-11
Consistency Analysis of the Proposed Plans with The City's GreenLA CAP

Objective	Proposed Plans Consistency
Energy	
Transform Los Angeles into the model of an energy efficient city.	**Consistent**. As discussed above, implementation of the Proposed Plans would support a reduction per capita GHG reductions. Furthermore, also discussed above, the City has undertaken several efforts to reduce energy demand and promote the use of clean renewable energy.
Water	
Decrease per capita water use.	**Consistent**. As discussed in **Section 4.17**, **Utilities and Service Systems**, implementation of the Proposed Plans would increase the total demand for water in the area. However, new development facilitated by the Proposed Plans would be required to comply with the City's Model Water Efficient Landscape Ordinance, which requires that new construction projects develop water budgets for landscaping, reduction of erosion and irrigation related runoff, utilization of recycled water if available, irrigation audits, development of requirements for landscape and irrigation design, and scheduling of irrigation based on localized climate. New development resulting from the Proposed Plans would also be required to comply with City's water conservation ordinances and install water conservation fixtures (i.e., ultra-low-flush toilets, urinals, taps, and showerheads, plumbing fixtures). Adherence with City standards would reduce GHG emissions resulting from Proposed Plans' water use.
Transportation	
Lower the environmental impact and carbon intensity of transportation.	**Consistent** As illustrated by the analysis presented in **Table 4.7-8** and **Table 4.7-9**, implementation of the Proposed Plans would result in a reduction in per capita CO_2 emissions associated with transportation.
Focus on mobility for people, not cars.	**Consistent**. The Proposed Plans would facilitate the use of transit and non-motorized transportation by increasing the development potential for residential and job-developing uses in areas near the Metro J Line. By improving mobility and accessibility to transit, the Proposed Plans supports reductions in VMT and associated GHG emissions.
Create a more livable city.	**Consistent**. The Proposed Plans would increase development potential in areas with existing transportation infrastructure. The Proposed Plans would allow for infill development of additional residential units and job-producing uses located near stations the Metro J Line. Additionally, the Proposed Plans would implement new pedestrian-oriented development standards for new development to encourage alternate modes of transportation and enhance the overall mobility in the Plan Area. By implementing these development standards and increasing development potential near transit stations, the Proposed Plans would improve mobility and accessibility and would create a more livable city.

Source: City of Los Angeles, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming, 2007, and Impact Sciences, Inc., 2023.

Consistency With Sustainable City pLAn

The Sustainability City pLAn (Green New Deal) is the City's sustainability planning document that embraces both short- and long-term goals to improve equity, the City's economy, and the environment. Focus areas for the environmental aspect of the Sustainability City pLAn includes improving local water supply, increasing local electricity supply from solar, incentivizing energy efficient buildings, reducing atmospheric carbon, reducing waste destined for landfills, and embracing climate leadership. **Table 4.7-12, Consistency Analysis of the Proposed Plans with LA's Green New Deal,** below compares the objectives of the Sustainability City pLAn with the Proposed Plans.

Table 4.7-12
Consistency Analysis of the Proposed Plans with L.A.'s Green New Deal
(2019 Sustainable City pLAn)

Objective	Proposed Plans Consistency
Renewable Energy	
LADWP will supply 55 percent renewable energy by 2025; 80 percent by 2036; and 100 percent by 2045.	**Consistent**. Implementation of the Proposed Plans would not interfere with LADWP meeting the renewable energy targets set forth in LA's Green New Deal and SB100. Land use development would be limited to the Harbor LA CPAs and would not constrain any future expansion of LADWP renewable infrastructure. As concluded in **Section 4.16, Utilities and Services Systems**, and **Section 4.5, Energy**, additional energy conservation standards for new development and redevelopment within the life of the Proposed Plans are anticipated. Therefore, the increased electricity use from new development facilitated by the Proposed Plans would not require the expansion of existing electrical facilities and would not place an undue burden on current capacity.
Increase local solar generation and total energy storage capacity to 900-1,500 MW/1,654-1,750 MW by 2025, 1,500-1,800 MW/3,000 MW by 2035, and 1,950 MW/4,000 MW by 2050, respectively.	**Consistent**. Implementation of the Proposed Plans would not interfere with the planned expansion of local solar energy production and energy storage capacity. Redevelopment within the CPAs resulting from the Proposed Plans would not obstruct LADWP local solar and energy storage projects. There are no existing or planned LADWP energy storage facilities within the CPAs.
Local Water	
Reduce per capita potable water use and increase recycled water.	**Consistent**. As discussed in **Section 4.16**, **Utilities and Service Systems**, water demand generated by the Proposed Plans would be met by expanding water recycling and conservation. New development resulting from the Proposed Plans would be required to comply with City's water conservation ordinances and install water conservation fixtures (i.e., ultra-low-flush toilets, urinals, taps, and showerheads, plumbing fixtures). Relative to existing conditions, water demand would increase overall, as would per capita water use, although per capita use would be lower than under the Future No Project scenario. The increase in overall and per capita water demand relative to Existing Conditions can be attributed to the increase in development intensity within the Plan Area compared to the Future No Project scenario. Accordingly, new development within the Harbor LA CPAs would be required to comply with state and local water use and conservation regulations, such as the Los Angeles Green Building Code, the most current California Green Building Standard Code, and all applicable regulations in the future.

Objective	Proposed Plans Consistency
Building Energy	
All new buildings will be net zero carbon by 2030; and 100 percent of buildings will be net zero carbon by 2050.	**Consistent**. The City has updated the LAMC with requirements for all new buildings, with some exceptions to be all-electric, which will reduce GHG emissions related to natural gas combustion. Space heating, water heating and cooking for non-restaurant uses would be required to be powered by electricity. In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The combination of the all-electric LAMC regulations and increasing availability of renewable energy will serve to reduce GHG emissions from sources traditionally powered by natural gas. Unless exempt, all new buildings proposed and constructed through the Proposed Plans horizon year will be subject to this section of the LAMC.
Reduce building energy use for all building types by 22 percent by 2025, 34 percent by 2035, and 44 percent by 2050.	**Consistent**. All individual land use redevelopment projects within the Harbor LA CPAs will be subject to compliance with the Title 24 energy efficiency standards and Los Angeles Green Building Code provisions at the time of project approval. Implementation of the Proposed Plans would not compromise future developments from meeting the applicable codes and regulations that are designed in accordance with City policies to reduce building energy use.
Housing & Development	
Increase cumulative new housing unit construction to 150,000 by 2025 and 275,000 units by 2035.	**Consistent**. As discussed in **Section 4.10, Land Use and Planning**, implementation of the Proposed Plans would increase the number of new housing units accommodated within the Harbor LA CPAs.
Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025 and 75 percent by 2035.	**Consistent**. As discussed in **Section 4.10, Land Use and Planning**, implementation of the Proposed Plans would increase the number of new housing units accommodated within the CPAs, some of which would be located in proximity to transit.
Waste & Resource Recovery	
Execute and expand plans to increase landfill diversion and recycling.	**Consistent**. As discussed in **Section 4.16, Utilities and Service Systems**, future Harbor LA CPAs development would participate in City recycling and waste diversion programs, such as the Solid Waste Integrated Resources Plan (SWIRP), RENEW LA Plan, and the Framework Element of the General Plan.
Encourage innovative expansion of recycling and waste diversion.	**Consistent**. As discussed in **Section 4.16, Utilities and Service Systems**, future Harbor LA CPAs development would participate in City recycling and waste diversion programs.
Mobility and Transit	
Improve pedestrian and bicycle infrastructure and other sustainable transport, emphasizing connections to mass transit, to increase the percentage of all trips made by walking, biking, micro-mobility, or transit.	**Consistent**. Implementation of the Proposed Plans would increase development density in areas with future transportation infrastructure. The Proposed Plans would allow for infill development of additional residential units and job-producing uses located near the existing Metro J Line stations. The proposed land use and zone changes would allow for opportunities to increase the number of jobs and housing that would be located within close proximity to transit and would facilitate the use of transit and non-motorized transportation.
Reduce VMT per capita by at least 13 percent by 2025, 39 percent by 2035, and 45 percent by 2050 relative to the 2017 level of 15 VMT per capita per day.	**Consistent**. Under Future (2040) Proposed Plans conditions, reasonably anticipated development with implementation of the Proposed Plans would increase the daily VMT per capita associated with uses in the Harbor LA CPAs relative to existing conditions (from 19.57 to 22.04 VMT/per service population).[1] However, it should be noted that these are conservative calculations, and as discussed in **Section 4.15**, **Transportation & Traffic**, there are several factors that contribute to the Plans' VMT estimates in future years. The Proposed Plans would encourage alternative transportation modes to be used during the lifespan of the Plan by establishing pedestrian-oriented development standards for future development. As a mitigation measure, the Project would require future development projects in CPAs with an increase heavy duty truck trips to prepare an evaluation that determined of the need for such trips and

Objective	Proposed Plans Consistency
	potential ways of reducing the number and/or length of heavy-duty truck trips. Implementation for the Proposed Plans would allow for infill development for residential and job-producing uses to be located within close proximity to transit areas, encouraging an increase in the use of transit and a decrease in vehicle trips. Additionally, as a mitigation measure, the Project would also require all future development projects within the Harbor LA CPAs to determine their individual impacts to VMT either by utilizing the City's VMT Calculator or by preparing a Transportation Demand Model (TDM) program to reduce VMT impacts below the City's project threshold to the extent feasible. Implementation of these mitigation measures and the proposed pedestrian-oriented development standards are anticipated to reduce projected calculations of the future VMT per capita under Proposed Plans to meet the City's Green New Deal objectives.
Zero Emission Vehicles	
Transition personal transport toward zero emissions to obtain the U.S. EPA ozone standard by 2025.	**Consistent.** The Proposed Plans would promote the use of public transportation by increasing in-fill development intensity near transit stations within the Plan Area. By increasing development intensity near transit stations, the Proposed Plans would encourage a transportation mode shift from private vehicles to public transit. Additionally, future residential development projects within the Harbor LA CPAs would be subject to the Los Angeles Green Building Code requirements related to the provision of electric charging station facilities. As zero emission vehicles become a larger proportion of the regional on-road fleet, the expansion of electric vehicle charging stations will both encourage and accommodate the use of zero emission vehicles, which will contribute to reductions in ozone.

Source: City of Los Angeles, LA's Green New Deal: Sustainable City pLAn 2019, April 2019 and Impact Sciences, Inc. 2023
Note:

1. *VMT/resident under existing and Future (2040) Proposed Plans Conditions is calculated by dividing the daily VMT under both conditions listed in **Table 4.5-7**, **Change in Direct Transportation Energy Use under the Harbor LA Community Plans**, by the population listed under both conditions in **Table 3.0-4**, **Reasonably Anticipated Development of the Harbor LA Community Plans Compared to SCAG Forecast**.*

Consistency with Los Angeles Green Building Code

Individual development projects constructed within the CPAs would be required to comply with the Los Angeles Green Building Code. The City's Green Building Code includes energy and water saving measures that reduce GHG emissions below Title 24 requirements. It promotes sustainable building practices by creating a series of requirements and incentives for developers to meet the United States Building Council's Energy and Design standards. The Green Building Code includes the following key mandatory measures for non-residential and high-rise residential buildings related to GHG reduction:

- **Short-Term Bicycle Parking:** If a development project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passersby, for five percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.

- **Long-Term Bicycle Parking:** For buildings with over 10 occupants, provide secure bicycle parking for five percent of motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and may include:
  - Covered, lockable enclosures with permanently anchored racks for bicycles.
  - Lockable bicycle rooms with permanently anchored racks.
  - Lockable, permanently anchored bicycle lockers.
- **Designated Parking:** Provide designated parking, by means of permanent marking or a sign, for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles as described in Table 5.106.5.2 of the Green Building Code.
- **Energy Conservation:** Provide electric vehicle supply wiring for a minimum of five percent of the total number of parking spaces.
- **Energy Conservation:** A project must exceed the California Energy Code requirements, based on the 2008 Energy Efficiency Standards, by 15 percent using an Alternative Calculation Method approved by the California Energy Commission.
- **Energy Conservation:** Each appliance provided and installed shall meet Energy Star requirements if an Energy Star designation is applicable for that appliance.
- **Energy:** Provide future access, off-grid pre-wiring, and space for electrical solar systems.

Because the Proposed Plans would be consistent with the goals of GreenLA and the Sustainable City pLAn, and future development projects within the CPAs would be required to comply with the City's Green Building Code, the Proposed Plans would be consistent with the City's strategies for reducing GHG.

Consistency with City of Los Angeles General Plan

Framework Element. As part of the Proposed Plans, General Plan designations in the CPA would be updated to allow for a range of uses that improve the link between land use and transportation in a manner that is consistent with the citywide comprehensive growth strategy identified in the City's General Plan Framework Element. **Table 4.7-13, Consistency Analysis of the Proposed Plans with the City of Los Angeles General Plan Framework Element,** discusses consistency of the Proposed Plans with the City of Los Angeles' General Plan Framework Element.

Table 4.7-13
Consistency Analysis of the Proposed Plans with the City of Los Angeles General Plan Framework Element

Objective	Proposed Plans Consistency
Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.	**Consistent**. The Proposed Plans would allow for the infill development of residential and job-related uses to occur in areas that are close to the existing Metro J Line stations. The Proposed Plans would encourage mixed use development projects that provide community benefits.
Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.	**Consistent**. The Proposed Plans support mobility and connectivity in the Harbor LA CPAs by implementing pedestrian-oriented development standards allowing the development of residential and job-producing uses in areas that are served by transit.
Objective 4.2: Encourage the location of new multi- family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	**Consistent**. The Proposed Plans would provide opportunities to develop residential development in areas near transit. They would increase opportunities for mixed-use development, and allow increased residential density, with incentives for affordable housing through community benefit systems. As discussed in **Section 4.10**, **Land Use and Planning**, form districts with higher density development would be allowed in specific, targeted areas of the Harbor LA CPAs. The increase in development intensity and in these targeted areas would not radically change the Plan Areas existing land use patterns, as these targeted areas currently exhibit land use patterns consistent with the proposed designations.
Objective 9.40: Ensure efficient and effective energy management in providing appropriate levels of lighting for private outdoor lighting for private streets, parking areas, pedestrian areas, security lighting, and other forms of outdoor lighting and minimize or eliminate the adverse impact of lighting due to light pollution, light trespass, and glare.	**Consistent**. Future development within the Harbor LA CPAs would be required to comply with energy efficiency lighting and light pollution reduction requirements included in the Title 24 standards (including the California Green Building Standards Code [CalGreen Code]), the Los Angeles Building Code, and Los Angeles Green Building Code (LAMC Chapter IX). The Los Angeles Building Code and Green Building Code largely incorporate and amend the California Building Code (CBC) and CalGreen Code, respectively. For example, Subsection A5.209.3.1of the Los Angeles Green Building Code sets restrictions on residential outdoor lighting as specified in the California Energy Code. Future development would also be required to comply with LAMC Sections 93.0117, which limits exterior lighting intensity from light source on properties containing residential units to 2 fc. As discussed in **Section 4.1, Aesthetics**, the existing lighting regulations in the current City Zoning Code would be updated and incorporated into development standards as part of the New Zoning Code. The proposed development standards include lighting regulations that would regulate the amount of illumination for different uses to minimize light trespass and to ensure that the appropriate type and amount of lighting is used.

Source: City of Los Angeles, General Plan Framework Element, 1995, and Impact Sciences, Inc., 2023.

Air Quality Element. The City's General Plan Air Quality Element, adopted in 2003, sets forth goals, objectives, and policies that aim to guide the City in implementing its air quality improvement programs

and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use and transportation decisions and aims to facilitate consistency with regional Air Quality, Growth Management, Mobility, and Congestion Management Plans. **Table 4.7-14, Consistency Analysis of the Proposed Plans with the City of Los Angeles General Plan Air Quality Element,** shows objectives contained in the City's Air Quality Element applicable to reducing GHG emissions and how the Proposed Plans satisfy these objectives.

Table 4.7-14
Consistency Analysis of the Proposed Plans with the City of Los Angeles General Plan Air Quality Element

Objective	Proposed Plans Consistency
Objective 1.1: Reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.	**Consistent**. As discussed in **Section 4.2, Air Quality**, the Proposed Plans would generate emissions that exceed the SCAQMD significance thresholds. However, the Proposed Plans would not increase reasonably anticipated development in the Harbor LA CPAs in a way that would be inconsistent with citywide growth forecasts determined by SCAG, on which the AQMP is based. The Proposed Plans would establish new pedestrian-oriented development standards for new development to promote alternative transportation modes. The Plans would also allow for the infill development of residential and job-related uses to occur in areas that are close to the existing Metro J Line stations. Future development within these areas would improve transit mobility. And, as discussed in **Section 4.10, Land Use and Planning**, because the existing land uses in the Harbor LA CPAs are similar to the land uses proposed under Proposed Plans, the implementation of the Proposed Plans would increase the development intensity which would sustain the City's projected economic growth.
Objective 2.1: Reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.	**Consistent.** The proposed land use and zone changes associated with the Proposed Plans would allow for opportunities to increase the number of jobs and housing that would be located within close proximity to transit and to each other, which would reduce vehicle work trips. While total daily VMT in the Harbor LA CPAs would increase from existing conditions to 2040 with Proposed Plans conditions, mitigation measures outlined **in Section 4.15, Transportation and Traffic** would be implemented to address the causes of this increase, such as potential future uses that generate disproportionately higher VMT. Opportunities for employees to live closer to job centers, in addition to provision of affordable housing, would support trip reduction and associated air quality and GHG emissions.
Objective 2.2: Increase vehicle occupancy for non-work trips by creating disincentives for single passenger vehicles and incentives for high occupancy vehicles.	**Consistent**. The Proposed Plans would enhance mobility by focusing future growth in areas served by transit in order to encourage transit ridership. By increasing opportunities for commercial and residential uses around the existing Metro J Line transit stations, residents, employees and visitors would have mobility choices that enable them to reduce the number and length of single-passenger vehicle trips.
Objective 3.1: Increase the portion of work trips made by transit to levels that are consistent with the goals of the AQMP and Congestion Management Plan (CMP).	**Consistent.** The proposed land use and zone changes associated with the Proposed Plans would allow for opportunities to increase the number of jobs and housing that would be located within close proximity to transit and to each other, which would reduce vehicle work trips. While total daily VMT in the CPAs would increase from existing conditions to 2040 with Proposed Plans conditions, mitigation measures outlined in **Section 4.15, Transportation and Traffic** would be implemented to address the causes of this increase, such as potential future uses that generate disproportionately higher VMT. Opportunities for employees to live closer to work job centers, in addition to provision of affordable housing, would support trip reduction.

Objective	Proposed Plans Consistency
Objective 3.2: Reduce vehicular traffic during peak periods.	**Consistent.** The proposed land use and zone changes associated with the Proposed Plans would allow for opportunities to increase the number of jobs and housing that would be located within close proximity to transit and to each other, which would reduce vehicle work trips during peak periods.
Objective 4.2: Reduce vehicle trips and vehicle miles traveled associated with land use patterns.	**Consistent**. The proposed land use and zone changes associated with the Proposed Plans would allow for opportunities to increase the number of jobs and housing that would be located within close proximity to transit and to each other, which would reduce vehicle work trips. While total daily VMT in the CPAs would increase from existing conditions to 2040 with Proposed Plans conditions, mitigation measures outlined in **Section 4.15, Transportation and Traffic** would be implemented to address the causes of this increase, such as potential future uses that generate disproportionately higher VMT. Opportunities for employees to live closer to work job centers and transit options, in addition to provision of affordable housing, would support trip reduction.
Objective 5.1: Increase energy efficiency of City facilities and private developments.	**Consistent.** As discussed in **Section 4.5, Energy** and Section 4.7.2, above, the City's Green Building Code would enforce the application of the CALGreen standards and subsequent updates and would apply to all new buildings, all additions, and any alterations with building valuations over $200,000. Additionally, the Proposed Plans would encourage efficient building techniques and the use of sustainable materials to guide lasting development that minimizes the adverse effects on the environment.

Source: City of Los Angeles, General Plan Air Quality Element, 1992, and Impact Sciences, Inc., 2023.

Mobility Plan 2035. As discussed in **Section 4.15, Transportation & Traffic**, the citywide Ordinance on TDM and Trip Reduction Measures (Ordinance No. 168,700) would continue to be implemented within the CPAs. This Ordinance calls for several measures to be taken by non-residential developments in an effort to reduce single-occupancy vehicle trips. Additionally, the City is currently preparing a comprehensive update to the TDM Ordinance, as part of the program to move to VMT metrics and implement the Mobility Plan. As illustrated in **Table 4.7-15, Consistency Analysis of the Proposed Plans with the City of Los Angeles Mobility Plan 2035**, the Proposed Plans would be consistent with the City's Mobility Plan 2035.

Table 4.7-15
Consistency Analysis of the Proposed Plans with the City of Los Angeles Mobility Plan 2035

Objective	Proposed Plans Consistency
Objective 4.2: Meet a 9 percent per capita GHG reduction for 2020 and a 16 percent per capita reduction for 2035.	**Consistent**. As illustrated in **Table 4.7-9**, implementation of the Proposed Plans would result in a 10 percent reduction in per capita GHG emissions from passenger vehicles by 2040 in the Plan Areas in comparison to existing conditions. Furthermore, implementation of the Proposed Plans would not obstruct City efforts to further reduce the overall GHG emissions citywide to meet this objective.
Objective 4.3: Convert 100 percent of City General Services Division vehicle fleet to alternative fuels and/or zero emission vehicles by 2035.	**Consistent**. Although the Proposed Plans do not include specific elements to implement this objective, it would not preclude conversion of the City's vehicle fleet to alternative fuel and zero emission vehicles, or any existing future state, regional, or local mandates for this conversion.
Objective 4.4: Convert 100 percent of City refuse collection trucks and street sweepers to alternative fuels by 2020.	**Consistent**. Although the Proposed Plans do not include specific elements to implement this objective, it would not preclude conversion of the City's vehicle fleet.
Objective 4.5: Reduce transportation-related energy use by 95 percent and reduce maintenance requirements of City vehicle fleet.	**Consistent**. The Proposed Plans would encourage transit ridership, walking, and bicycling in the Harbor LA CPAs by focusing future growth in areas served by transit and by establishing pedestrian-oriented development standards for new development. Furthermore, implementation of the Proposed Plans would not obstruct City efforts to enhance the longevity and durability of its fleet to require less frequent maintenance.

Source: City of Los Angeles, Mobility Plan 2035, 2016, and Impact Sciences, Inc., 2023.

Summary of Consistency Analysis

As discussed above, the Proposed Plans would be consistent with AB 32, SB 32, and AB 1279 (through demonstration of conformance with 2022 Scoping Plan), SB 375 (through demonstration of conformance with Connect SoCal 2020-2045 RTP/SCS), the Sustainable City pLAn, GreenLA, and relevant components of the City's General Plan. Therefore, impacts with respect to GHG emissions would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.7.7 CUMULATIVE IMPACTS

The analysis above analyzes GHG emissions consistent with *CEQA Guidelines* Section 15064.4(b) and considers whether the incremental contributions of the Proposed Plans could be cumulatively considerable. While global GHG emissions continue to be substantial and significant, based on the consistency analysis above, the Proposed Plans represent a sustainable development pattern that further per capita and per service population reductions in GHG emissions consistent with state, regional and city goals and regulations and GHG impacts are therefore considered less than significant, and the contributions to GHG emissions are considered not to be cumulatively considerable.

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4.8 HAZARDS AND HAZARDOUS MATERIALS

INTRODUCTION

This section provides an overview of hazardous conditions within the Harbor Gateway Community Plan Area and the Wilmington-Harbor City Community Plan Area, collectively identified as the Harbor LA Community Plans Areas (CPAs) and evaluates potential hazards and hazardous material impacts associated with the Proposed Plans. Topics addressed include the transport, use, disposal, and/or release of hazardous materials; hazardous materials sites; airport hazards; emergency response plans; and wildland fires. This section was prepared using data from Envirostor, Geotracker, and Superfund Enterprise Management System (SEMS) which provide information regarding the contaminated sites within the Harbor LA CPAs.

4.8.1 EXISTING ENVIRONMENTAL SETTING

Overview

Hazard versus Risk. Workers' health and general public health are potentially at risk whenever hazardous materials have been used or where there could be an exposure to such materials. Inherent in the setting and analyses presented in this section are the concepts of the "hazard" of these materials and the "risk" they pose to human health. Exposure to some chemical substances may harm internal organs or systems in the human body, ranging from temporary effects to permanent disability, or death. Hazardous materials that result in adverse effects are generally considered "toxic." Other chemical materials, however, may be corrosive, or react with other substances to form other hazardous materials, but they are not considered toxic because organs or systems are not affected. Because toxic materials can result in adverse health effects, they are considered hazardous materials, but not all hazardous materials are necessarily "toxic." For purposes of the information and analyses presented in this section, the terms hazardous substances or hazardous materials are used interchangeably and include materials that are considered toxic.

The risk to human health is determined by the probability of exposure to a hazardous material and the severity of harm such exposure would pose. That is to say, the likelihood and means of exposure, in addition to the inherent toxicity of a material, are used to determine the degree of risk to human health. For example, a high probability of exposure to a low toxicity chemical would not necessarily pose an unacceptable human health or ecological risk, whereas a low probability of exposure to a very high toxicity chemical might. Various regulatory agencies, such as the U.S. Environmental Protection Agency (U.S. EPA), California Environmental Protection Agency's (Cal/EPA), State Water Resources Control Board (SWRCB), Cal/EPA Department of Toxic Substances Control (DTSC), and state and federal Occupational

Safety and Health Administration (OSHA) are responsible for developing and/or enforcing risk-based standards to protect the public and the environment.

Hazardous Materials. The term "hazardous material" can have varying definitions for different regulatory programs. For the purpose of the Proposed Plans, the term "hazardous materials" refers to both hazardous materials and hazardous waste. The California Health and Safety Code Section 25501(n)(1) defines hazardous materials as any material that "because of its quantity, concentrations, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment ..." Hazardous materials include but are not limited to hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.

A material is hazardous if it exhibits one or more of the following characteristics: toxicity, ignitability, corrosivity, and reactivity.[1] These types of hazardous materials are defined below:

- **Toxic Substances:** Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability, or even death. For example, such substances can cause disorientation, acute allergic reactions, asphyxiation, skin irritation, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substances involved and is chemical-specific). Carcinogens (substances that can cause cancer) are a special class of toxic substances. Examples of toxic substances include benzene (a component of gasoline and suspected carcinogen) and methylene chloride (a common laboratory solvent and a suspected carcinogen).

- **Ignitable Substances:** Ignitable substances are hazardous because of their ability to burn. Gasoline, hexane, and natural gas are examples of ignitable substances.

- **Corrosive Materials:** Corrosive materials can cause severe burns. Corrosives include strong acids and bases such as sodium hydroxide (lye) or sulfuric acid (battery acid).

- **Reactive Materials:** Reactive materials may cause explosions or generate toxic gases. Explosives, pure sodium or potassium metals (which react violently with water), and cyanides are examples of reactive materials.

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1 California Code of Regulations, Title 22, Division 4.5, Chapter 11, Article 3, Section 66261.20-66261.24, available online at: https://www.law.cornell.edu/regulations/california/title-22/division-4-5/chapter-11/article-3, accessed September 27, 2022.

Soil and groundwater can become contaminated by hazardous material releases in a variety of ways, including permitted or illicit use and accidental or intentional disposal or spillage. Before the 1980s, most land disposal of chemicals was unregulated, with the result that numerous industrial properties and public landfills became dumping grounds for unwanted chemicals. The largest and most contaminated of these sites became Superfund sites, so named for their eligibility to receive cleanup money from a federal fund established under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The National Priorities List (NPL) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the U.S. EPA in determining which sites warrant further investigation. Sites are added to the NPL following a hazard ranking system.

As discussed further below, under "Hazardous Materials Sites," numerous smaller properties have been designated as contaminated sites. Often these are gas station sites where leaking Underground Storage Tanks (USTs) were upgraded under a federal requirement in the late 1980s. Another category of sites (which may overlap with the site types already mentioned) is "brownfield." A brownfield is a previously used and often abandoned site that is undeveloped or underused because of actual or suspected contamination. Both the U.S. EPA and DTSC maintain lists of known brownfield sites. These sites are often difficult to inventory due to their owners' reluctance to publicly label their property as potentially contaminated.

Asbestos Containing Materials (ACMs). Asbestos is a naturally occurring fibrous material that was widely used in structures built between 1945 and 1978 for its fireproofing and insulating properties. ACMs were banned by USEPA between the early 1970s and 1991 under the authority of the federal Clean Air Act (CAA) and Toxic Substance Control Act (TSCA). Asbestos has been linked to various human lung diseases, including lung cancer. Common ACMs include vinyl flooring and associated mastic, wallboard and associate joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating system components, and roofing materials. Commercial/industrial structures are affected by asbestos regulations if damage occurs or if remodeling, renovation, or demolition activities disturb ACMs. Because many structures within the Harbor LA CPAs were constructed before 1978, there is a potential for the presence of ACMs to exist in a wide variety of buildings.

Lead and Lead-Based Paint (LBP). Lead is a naturally occurring metallic element. Because of its toxic properties, lead is regulated as a hazardous material. Excessive exposure to lead can result in the accumulation of lead in the blood, soft tissues, and bones.

Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs. Lead can affect almost every organ and system in the body and can

result in behavior and learning problems, lower IQ and hyperactivity, hearing problems, and anemia in children, and cardiovascular effects, decreased kidney function, and reproductive problems in adults.[2] Among its numerous uses and sources, lead can be found in paint, water pipes, solder in plumbing systems, and in soils around buildings and structures painted with LBP. LBP was primarily used during the same time period as ACMs. Commercial/industrial structures are affected by lead-based paint regulations if the paint is in a deteriorated condition or if remodeling, renovation, or demolition activities disturb LBP surfaces. Since many structures within the Harbor LA CPAs were constructed before 1978, there is potential for structures within the CPAs to contain paints and coatings with detectable or elevated concentrations of lead.

Polychlorinated Biphenyls (PCBs). PCBs are mixtures of up to 209 individual chlorinated compounds. There are no known natural sources of PCBs. PCBs have been used as coolants and lubricants in transformers, capacitors, and other electrical equipment because they do not burn easily and are good insulators. The manufacture of PCBs was stopped in the United States in 1977 because of evidence that they build up in the environment and can cause harmful health effects such as liver damage and skin rashes. Health risks include cancer as well as non-cancer effects on the immune system, reproductive system, nervous system, endocrine system, such as a decrease in the size of the thymus gland, decreased birth weight and gestational age for children born to women exposed to PCBs, and decreased thyroid hormone levels.[3] Products made before 1977 that may contain PCBs include old fluorescent lighting fixtures and electrical devices containing PCB capacitors, and old microscope and hydraulic oils.

Environmental Setting

Hazardous Materials Sites

The locations where hazardous materials are used, stored, treated, and/or disposed of comes to the attention of regulatory agencies through various means, including licensing and permitting, enforcement actions, and anonymous tips. To the extent possible, the locations of these businesses and operations are recorded in several database lists maintained by various state, federal, and local regulatory agencies. In some cases, businesses that use hazardous materials in quantities greater than certain established thresholds are required to file business plans with the Los Angeles Fire Department (LAFD). Other businesses that engage in the transport, storage, treatment, or disposal of hazardous materials are required to maintain detailed records of all their hazardous materials-related activities. Federal, state, and local

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2 U.S. Environmental Protection Agency, "Learn About Lead," available online at: https://www.epa.gov/lead/learn-about-lead#effects, accessed September 16, 2022.

3 U.S. EPA, "Polychlorinated Biphenyls (PCBs)," available online at: https://www.epa.gov/pcbs/learn-about-polychlorinated-biphenyls-pcbs#healtheffects, accessed September 16, 2022.

agencies enforce regulations applicable to hazardous waste generators and users, and the Los Angeles County Fire Department Health Hazardous Materials Division tracks and inspect hazardous materials handlers to ensure appropriate reporting and compliance.

Permitted uses of hazardous materials include those facilities that use hazardous materials or handle hazardous wastes in accordance with current hazardous materials and hazardous waste regulations. The potential risk of hazardous release from the use and handling of hazardous materials from these sites is considered low, although there can be instances of unintentional chemical releases. In such cases, the site would be tracked in the environmental databases as an environmental case. Permitted sites without documented releases are, nevertheless, potential sources of hazardous materials in the soil and/or groundwater (compared to sites where there are no hazardous materials used or stored) because of accidental spills, incidental leakage, or spillage that may have gone undetected. Many of the facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database.

The potential to encounter hazardous materials in soil and groundwater in the Harbor LA CPAs was based on a search of federal, State, and local regulatory databases that identify permitted hazardous materials uses, environmental cases, and spill sites. The following sources were reviewed to identify contaminated sites:

- California Department of Toxic Substances Control (DTSC) EnviroStor Database
- State Water Resources Control Board (SWRCB) Geo Tracker Database
- U.S. EPA Superfund Enterprise Management Systems (SEMS) Database

The records search reviewed federal, state, and local databases to characterize the general environmental regulatory status of properties within and in the vicinity of the Harbor LA CPAs. The EnviroStor database contains information on properties in California where hazardous substances have been released or where the potential for a release exists. The GeoTracker database contains information on properties in California for sites that require cleanup, such as leaking underground storage tank (LUST) sites, which may impact, or have potential impacts, to water quality, with emphasis on groundwater. The SEMS database lists Superfund sites that are found on the NPL.

EnviroStor Database

A search was conducted in July 2022 of the Hazardous Waste and Substances Sites List through the EnviroStor database which identified 117 cleanup sites within the Harbor LA CPAs and surrounding areas. The database search identified 17 "Active" cleanup sites in the Harbor LA CPAs. An "Active" site indicates that an investigation and/or remediation is currently in progress and that the DTSC is actively involved,

either in a lead or support capacity. **Table 4.8-1, Envirostor (DTSC) Identified Cleanup Sites in the Harbor LA CPAs,** lists DTSC cleanup sites in the Harbor LA CPAs, including the aforementioned 17 active sites as well as a number of sites that are inactive or do not require further action. **Figure 4.8-1, Envirostor Sites in the Harbor LA CPAs,** maps the DTSC sites in the Harbor LA CPAs.

Table 4.8-1
Envirostor (DTSC) Identified Cleanup Sites in the Harbor LA CPAs

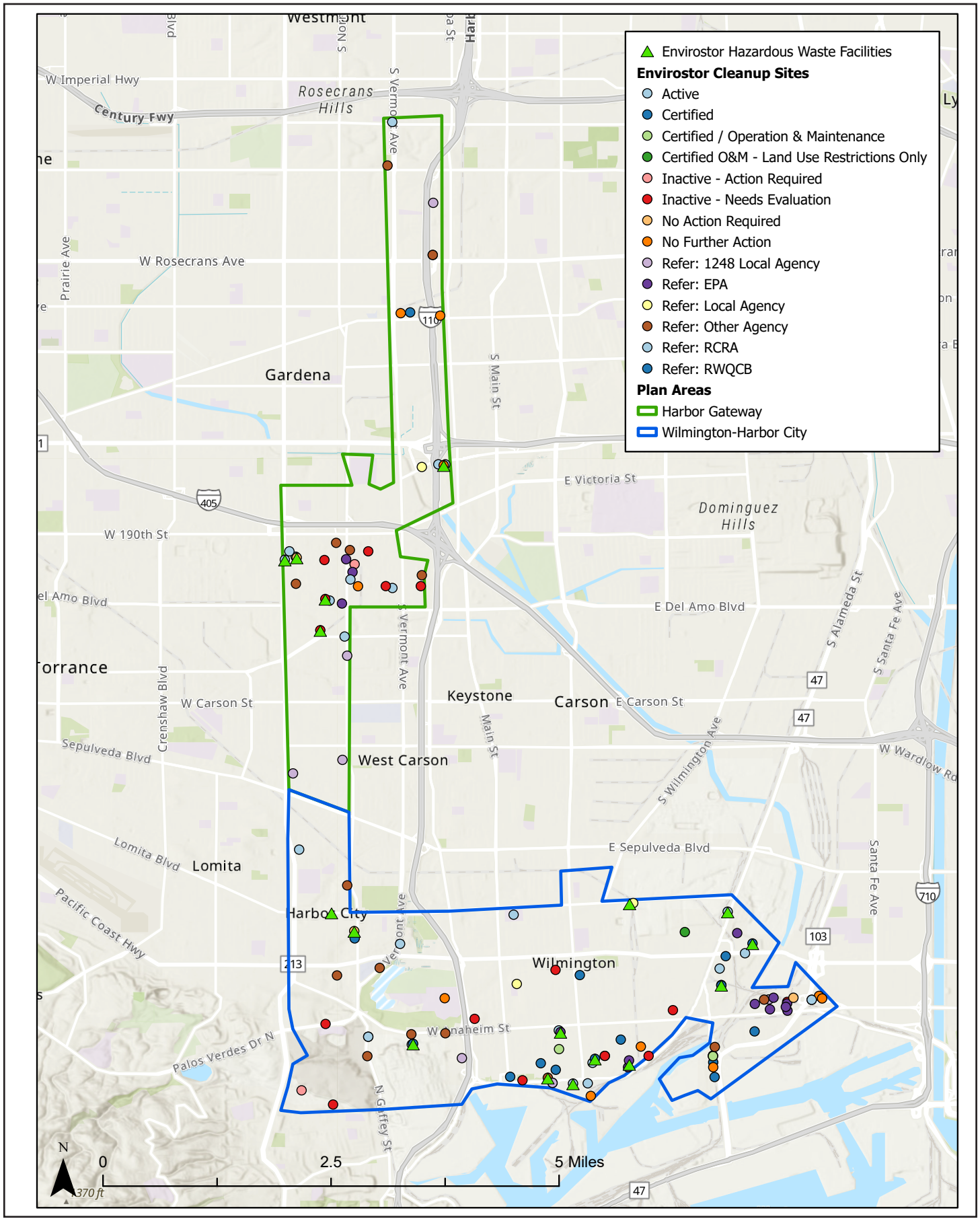
Program Type	Site / Facility Name	Address Description	Status
Corrective Action	C-Brite Metal Finishing Inc.	1213 W. 253rd St.	No Action Required
Corrective Action	Clean Harbors Wilmington, LLC	1737 E. Denni St.	No Action Required
Corrective Action	Conocophillips-Larw	1660 W. Anaheim St.	Refer: RWQCB
Corrective Action	Ecology Control Industries	336 W. Anaheim St.	Refer: EPA
Corrective Action	Ecology Recycling Services, LLC	1813 E. Robidoux St.	Active
Corrective Action	Emerson & Cuming	604 W 182nd St.	No Further Action
Corrective Action	International Light Metals	19200 S. Western Ave.	Active
Corrective Action	JCI Jones Chemicals Inc.	1401 Del Amo Blvd.	Inactive - Needs Evaluation
Corrective Action	Laidlaw Environmental Services	221 East D St.	Certified
Corrective Action	Northrop Corp. Aircraft Div.	20700 Denker Ave.	Inactive - Needs Evaluation
Corrective Action	Northrop Corp-Aircraft Div.	19200 S. Western Ave	No Action Required
Corrective Action	Roehl Disposal Services	131 N. Marine Ave.	Active
Corrective Action	Tesoro Refining & Marketing Company-Los Angeles Refinery	2101 E. Pacific Coast Hwy.	Refer: RWQCB
Corrective Action	Valero Refining Co-CA Wilmington Asphalt Plant	1651 Alameda St.	Active
Evaluation	AIC Sandblasting, Inc.	932 Schley Ave.	Refer: 1248 Local Agency
Evaluation	Alfa Corporation	1638 W. 227th St.	Refer: 1248 Local Agency
Evaluation	Amoco Chemicals Corp (2)	1225 West 196th Street	Inactive - Action Required
Evaluation	Ascon Operator Asbury Transportation	Bounded north by Lomita Blvd., south by Q St., West by Blinn and east by Alameda St.	Refer: EPA
Evaluation	Chico's Auto Wrecking	914/926 North Farragut Avenue	No Action Required
Evaluation	D.W. Russel Co., Inc.	412 W. Harry Bridges Blvd.	Refer: 1248 Local Agency
Evaluation	D.W. Russell Co., Inc.	412 W. Harry Bridges Blvd.	Refer: 1248 Local Agency
Evaluation	Department of Transportation	731 West 182nd Street	Refer: Local Agency
Evaluation	DGLP Development	1445-1455 West 225th St.	Refer: 1248 Local Agency
Evaluation	Die Cast Products	621 W. Rosecrans Ave.	Refer: 1248 Local Agency
Evaluation	E & G Auto Dismantling	902 North Foote Avenue	Refer: EPA
Evaluation	George Auto Wrecking	819 North Foote Avenue	Refer: EPA
Evaluation	GS roofing products company	1431 West E Street	Refer: 1248 Local Agency
Evaluation	H.J. Baker & Bro. Inc. (California Sulphur Corporation)	1001 North Schley Avenue	Refer: Other Agency
Evaluation	Jones Chemical	1401 Del Amo Blvd.	Refer: EPA

Program Type	Site / Facility Name	Address Description	Status
Evaluation	Louis equipment co.	816 North Schley Avenue	Refer: EPA
Evaluation	McDonough Property	1018 North Mcdonough Avenue	Refer: EPA
Evaluation	Mesco/Electronic Balancing Co.	660 East D St.	Refer: EPA
Evaluation	Mike Nare's Excavation & Trucking	911 North Sigsbee Avenue/2119 East I Street	Refer: EPA
Evaluation	Moine &Ortega Trust Properties	616 East C Street	Refer: EPA
Evaluation	Nasco Aircraft Brake, Inc.	13300 Estrella Ave.	Refer: 1248 Local Agency
Evaluation	Normandie Ave. Property	21000 Normandie Ave.	Refer: 1248 Local Agency
Evaluation	Port of Los Angeles Berth 142	West of Neptune & South of B Street	Refer: RWQCB
Evaluation	Santa Fe Railroad - Watson Yard	1302 East Lomita Boulevard	Refer: Local Agency
Evaluation	Southern Pacific Railroad	800 Foote Ave.	Refer: EPA
Evaluation	TCE Normandie Site	Various sites east and west of Normandie Avenue between Knox Street and Torrance Boulevard	Active
Evaluation	Vermont Cleaners	11949 S. Vermont Ave.	Active
Federal Superfund	Del Amo facility	Del Amo Blvd. & Vermont Ave.	Active
Federal Superfund	Montrose Chemical Corp	20201 Normandie Avenue	Active
Historical	Aerotron Supply Company, Inc.	556 West 182nd Street	Refer: RCRA
Historical	Azteca Auto Dismantling	910 North Foote Avenue	Inactive - Needs Evaluation
Historical	BKK Corp - Wilmington Transfer Station	3031 East I Street	Refer: RWQCB
Historical	California Salvage Ocean Dumping	217 North Lagoon Avenue	Refer: Other Agency
Historical	Collier Carbon & Chemical Corp	1480 West Anaheim Street	Refer: Other Agency
Historical	Defense Fuel Supply Point, San Pedro 2	3171 North Gaffey St.	Refer: RWQCB
Historical	Dow Chemical Company	305 Henry Ford Avenue	Refer: RWQCB
Historical	Emerson & Cuming, Inc.	604 West 182nd Street	Refer: RCRA
Historical	Grant Street Liquid Disposal Company	Corner of Paul Jones & Grant Avenue	No Further Action
Historical	Helen Keller Park	1045 West 126th Street	Refer: Other Agency
Historical	Hydro Rubber & Plastics	1200 Francisco Street	No Further Action
Historical	International Light Metals	19200 South Western Avenue	Refer: RCRA
Historical	IT - Wilmington	336 West Anaheim Street	Refer: RCRA
Historical	It Transportation Corp - Wilmington	233 East D Street	Refer: RCRA
Historical	Marine #50	24509 Frampton	Refer: Other Agency
Historical	Pacific Ocean Disposal Co. (Podco)	914 Paul Jones Avenue	No Further Action
Historical	Purex Corp - B&W Chemical Division	25920 Belle Porte Avenue	Refer: Other Agency
Historical	Smart Recycling	1852 E. Pacific Coast Highway	Refer: RWQCB
Historical	Texaco Refining and Marketing Inc.	2101 East Pacific Coast Highway	Refer: RCRA
Historical	Tylan Corporation	19220 South Normandie Avenue	Refer: Other Agency

Program Type	Site / Facility Name	Address Description	Status
Historical	Union Oil Co (1)	1660 W. Anaheim Street	Refer: RCRA
Historical	Virco Manufacturing Corporation	15134 South Vermont Avenue	No Further Action
Military Evaluation	Dow Chemicals Co.		Inactive - Needs Evaluation
Military Evaluation	Harvey Machine Co.		Active
Military Evaluation	LA Port of EMB WAC HSG		Inactive - Needs Evaluation
Military Evaluation	LA Shpbldg & Drydock Co.		Inactive - Needs Evaluation
Military Evaluation	Shell Oil Co.		Inactive - Needs Evaluation
Military Evaluation	Sunthetic Rubber Plant		Inactive - Needs Evaluation
Military Evaluation	Todd Shipyards Corp		Inactive - Needs Evaluation
Military Evaluation	Torrance Aluminum Plant		Inactive - Needs Evaluation
Military Evaluation	Wilmington Commission Warehouse		Inactive - Needs Evaluation
School Cleanup	Banning New Elementary School No. 1	Fries Avenue/West E Street	Certified / Operation & Maintenance
School Cleanup	South Region Span K-8 #1, site 15	East M Street/North Avalon Boulevard	Certified
School Investigation	Fries Avenue Elementary School Addition	1301 Fries Avenue	Inactive - Needs Evaluation
School Investigation	Gulf/Fries Primary Site No. 8	1311 I Street/931 Frigate Avenue	Inactive - Needs Evaluation
School Investigation	Gulf/Fries Primary Site No. 8A	Frigate Avenue/I Street	Inactive - Needs Evaluation
School Investigation	Harbor College Teacher Preparatory Academy	1111 Figueroa Place	No Further Action
School Investigation	Magnolia Charter School #3	555 W. Redondo Beach Boulevard	No Further Action
School Investigation	Mary Star of the Sea High School	2500 Taper Avenue	Inactive - Needs Evaluation
School Investigation	Proposed Rolling Hills Preparatory School	300 A Paseo Del Mar	Inactive - Needs Evaluation
School Investigation	South Region High School #14, site 1a	Palos Verdes Drive North/Western Avenue	Inactive - Action Required
State Response	Abandoned Lot, Wilmington	F Street and Lecouvrer	Certified
State Response	Basin By-Products	3031 East I Street	Active
State Response	Caltrans Terminal Island	420 Henry Ford Avenue	No Further Action
State Response	Carrasco Vacuum Truck Service	1737 E. Denni St.	Certified
State Response	Defense Fuel Supply Point, San Pedro 1	3171 North Gaffey Street	Active
State Response	Keelco Anodes Inc.	327 East B Street	Certified
State Response	Plant Operations, Inc.	2402 East Anaheim Street	Refer: RWQCB
State Response	TCL Corp./TCl2 (Port of Long Beach)	420 N. Henry Ford Ave.	Certified / Operation & Maintenance
State Response	TCL Corp./TCl3 (Ultramar Parcel)	420 Henry Ford Avenue	Refer: RWQCB
State Response	TCL Corporation - Toyota Parcel	420 N. Henry Ford Ave.	Certified / Operation & Maintenance

Program Type	Site / Facility Name	Address Description	Status
State Response	Wilmington Block 27	518-530 North Mcfarland Avenue/805-829 East E Street	No Further Action
State Response	World International	1000 West C Street	Certified
Tiered Permit	Boeing North American, Inc., Long Beach Division	19503 S. Normandie	Refer: Other Agency
Tiered Permit	Bumperline/Sabema	1234 W. 254th Street	Refer: RWQCB
Tiered Permit	Capitol Metals Processing, Inc.	20000 S. Western Avenue	Refer: Other Agency
Tiered Permit	Defense Fuel Support Point San Pedro	3171 N. Gaffey Street	Refer: Other Agency
Tiered Permit	Die Cast Products, Inc.	621 W. Rosecrans Avenue	Refer: Other Agency
Tiered Permit	First Image Management Co.	19701 S. Hamilton Avenue #130	Refer: Other Agency
Tiered Permit	Kaiser Permanente - Harbor City	25825 S. Vermont Avenue	Refer: Other Agency
Tiered Permit	Pacific Electricord Company	747 W. Redondo Beach Blvd.	Refer: RWQCB
Tiered Permit	The DOW Chemical Co.	305 Henry Ford Avenue	Refer: Other Agency
Tiered Permit	Union Oil Co. of California	1660 W. Anaheim Street	Refer: Other Agency
Voluntary Cleanup	Area 2/Pier A West/Port of Long Beach	425 Henry Ford Avenue	Active
Voluntary Cleanup	Avalon Triangle	101 N. Broad Avenue	Active
Voluntary Cleanup	Ecology Control Industries (ECI)	19500 Normandie Avenue	Refer: EPA
Voluntary Cleanup	Gulf Avenue Elementary School	828 West L Street	Refer: Local Agency
Voluntary Cleanup	Koppers - Los Angeles	210 South Avalon Boulevard	No Further Action
Voluntary Cleanup	Machado Lake	25820 Vermont Avenue	Active
Voluntary Cleanup	Redman Equipment & Manufacturing Company	19800 Normandie Avenue	Active
Voluntary Cleanup	Shachihata, Inc.	1661 W. 240th Street	Active
Voluntary Cleanup	Trico Paccar	1206 West 196th Street	Refer: EPA
Voluntary Cleanup	Wilmington Middle School	1700 Gulf Avenue	Active
Voluntary Cleanup	YRC Wilmington	1531 Blinn Avenue	Certified O&M - Land Use Restrictions Only

Source: EnviroStor Database, 2022



SOURCE: Esri, 2022; Envirostor, 2022

FIGURE **4.8-1**

Envirostor Sites in the Harbor LA CPAs

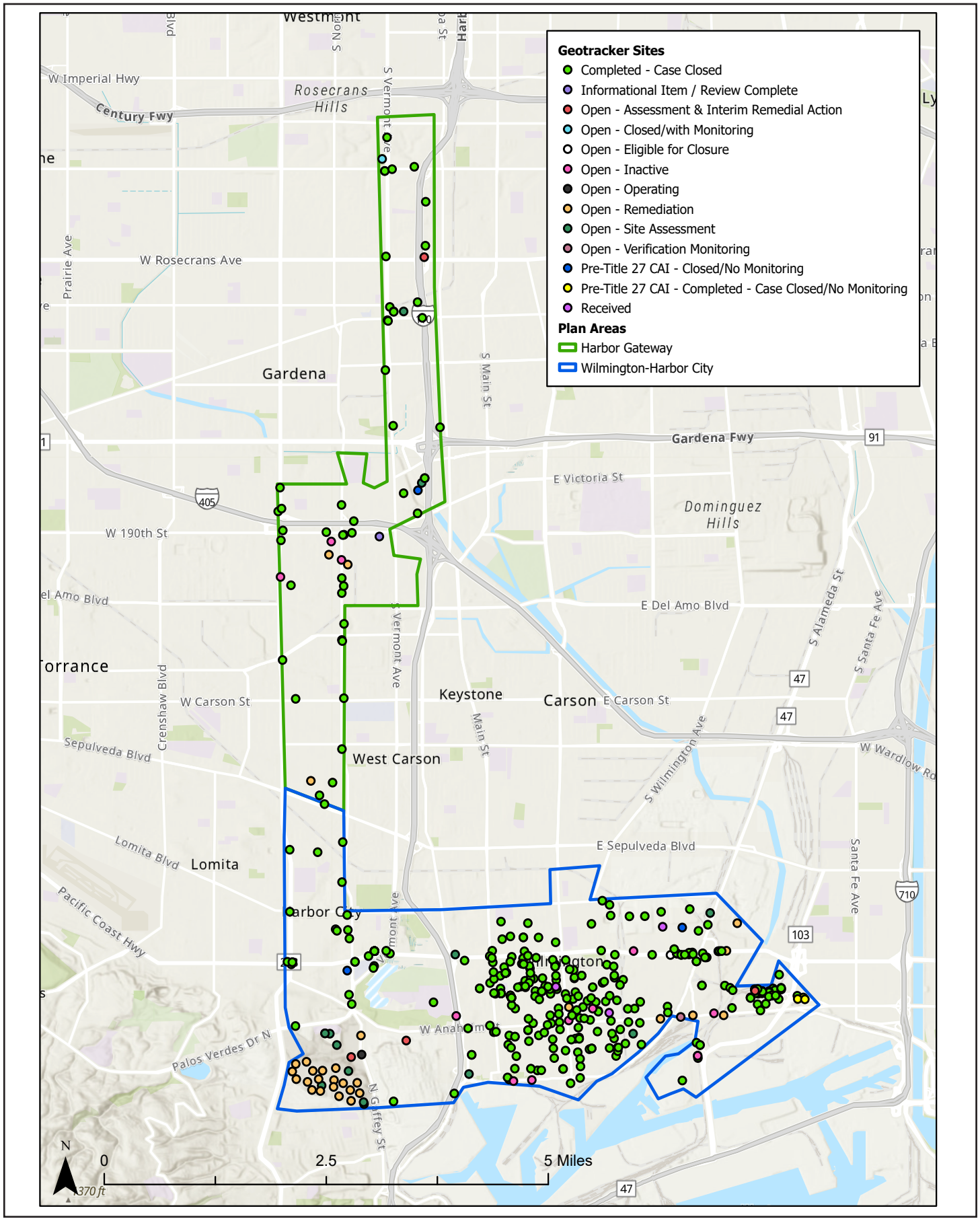
IMPACT SCIENCES

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California State Water Resources Control Board (SWRCB) GeoTracker Database

A search of the GeoTracker database was conducted in July 2022 and identified 458 cleanup sites[4] in the Harbor LA CPAs, including 68 "Open" cleanup sites. Open sites are categorized as "Assessment and Interim Remedial Action," "Remediation," "Site Assessment," "Verification Monitoring," "Reopen Case," "Eligible for Closure," or "Inactive" for sites where no regulatory oversight activities are being conducted by the Lead Agency. A completed and closed site indicates that a closure letter or other formal decision document has been issued for the site. There are 373 cleanup sites listed as "completed – case closed." **Table 4.8-2** lists GeoTracker cleanup sites in the Harbor LA CPAs and **Figure 4.8-2** presents these sites on a map.

4 The total number of cleanup sites within the Harbor LA CPAs includes the following miscellaneous site categories, such as four, "Pre-Title 27 CAI - Completed - Case Closed/No Monitoring," three "Pre-Title 27 CAI - Closed/No Monitoring," three "Received," and one "Informational Item/Review."



SOURCE: Esri, 2022; Geotracker, 2022

FIGURE **4.8-2**

IMPACT SCIENCES

Geotracker Sites within the Harbor LA CPAs

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Table 4.8-2
Geotracker (SWQCB) Identified Cleanup Sites within and in the Vicinity of the Harbor LA CPAs

Site Type	Site / Facility Name	Address Description	Status
Cleanup Program Site	Abandoned Oil Well Site	24509 Frampton Ave	Completed - Case Closed
Cleanup Program Site	Acta - Parcel Pch 1532	1604 Pacific Coast Hwy	Completed - Case Closed
Cleanup Program Site	Acta - South End Parcels LBX-851/853	914 Farragut Ave	Open - Assessment & Interim Remedial Action
Cleanup Program Site	Acta Parcel Lbx-845	Cushing Ave.	Completed - Case Closed
Cleanup Program Site	Acta Parcel LBX-846	Foote Ave	Completed - Case Closed
Cleanup Program Site	Acta Parcel LBX-848	1017 Foote Avenue	Completed - Case Closed
Cleanup Program Site	Acta Parcel LBX-880	Southern Pacific Dr	Completed - Case Closed
Cleanup Program Site	Acta Parcel My-1501	1040-1044 Cushing Ave	Completed - Case Closed
Cleanup Program Site	Acta Parcel My-1502	1037 North Foote Ave.	Completed - Case Closed
Cleanup Program Site	Acta Parcel My-1506	1029 Foote Ave	Completed - Case Closed
Cleanup Program Site	Acta Parcel My-1507	1021 Foote Ave	Completed - Case Closed
Cleanup Program Site	Acta Parcel My-1510	1021 Farragut Avenue	Completed - Case Closed
Cleanup Program Site	Acta Parcel My-1518	934 N. Farragut Ave.	Completed - Case Closed
Cleanup Program Site	Acta Parcel PCH-1531	1520 Pacific Coast Hwy, E	Completed - Case Closed
Cleanup Program Site	Acta Parcel PCH-1533	1604 Pacific Coast Hwy, East	Completed - Case Closed
Cleanup Program Site	Acta Parcel Pch-1535	1618 Pacific Coast Hwy	Completed - Case Closed
Cleanup Program Site	Acta Parcel Pch-1536	1634-1636 Pacific Coast Hwy	Completed - Case Closed
Cleanup Program Site	Acta Parcel Pch-1537	1640 E Pacific Coast Hwy	Completed - Case Closed
Cleanup Program Site	Acta Parcel PCH-1538	1700 E Pacific Coast Hwy	Completed - Case Closed
Cleanup Program Site	Acta Parcel Pch-1539	1710 E Pacific Coast Hwy	Completed - Case Closed
Cleanup Program Site	Acta Parcel Pch-1541	1818 East Pacific Coast Hwy	Completed - Case Closed
Cleanup Program Site	Acta Parcel PCH-1542	1828 & 1830 E Pacific Coast Hwy	Completed - Case Closed
Cleanup Program Site	Acta Parcel PCH-1543	1832 Pacific Coast Highway	Completed - Case Closed
Cleanup Program Site	Acta Parcel Pch-1544	1852 Pacific Coast Hwy	Completed - Case Closed
Cleanup Program Site	Acta Parcel Pch-1555	Pacific Coast Highway	Completed - Case Closed
Cleanup Program Site	Acta Parcel PCH-1571	1815 Maurentania	Completed - Case Closed
Cleanup Program Site	Acta Parcel Pch-1572	1825 Mauretania Street	Completed - Case Closed
Cleanup Program Site	Acta Parcel PCH-1573	1811 Mauretania	Completed - Case Closed
Cleanup Program Site	Acta Parcel PS-1524	Anaheim Street Pump Station	Completed - Case Closed
Cleanup Program Site	Acta South - Maintenance Yard Parcel My-864	937 North Perry Ave	Completed - Case Closed
Cleanup Program Site	Acta South - Maintenance Yard Parcel My-865	1003 N Perry Ave	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel Lbx - 826	1001 Mc Donough	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel LBX - 829	1020 Mc Donough	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel LBX837	1017 Foote Ave	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
Cleanup Program Site	Acta South - Parcel My - 1049	1033 Farragut Ave N	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My - 1504	1041 Foote Ave, North	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My - 1508	1020 Foote Ave, North	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My - 1511	1044 Farragut Ave, North	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My - 825	1027 Mc Donough	Open - Assessment & Interim Remedial Action
Cleanup Program Site	Acta South - Parcel My - 827	1026 Mc Donough	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My - 828	1022 Mc Donough	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My - 832	1041 Cushing Avenue	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My - 832	1037 Cushing Avenue	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My - 835	1015 Cushing Avenue	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My - 836	1015 North Cushing Ave	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My - 863	935 Perry Ave N	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My - 869	938 Farragut Ave N	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My-1505	S Grant Ave.	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My-1516	1008 Farragut Ave	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My-1517	1002 Farragut Ave	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel My-834	1025, 1027 & 1033 N Cushing Ave	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel PCH-1530 and PCH-1530-1	1522 E Pacific Coast Hwy	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel SE - 818	1031 Schley Ave N	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel Se - 823	Grand Street And Mc Donough Ave	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel SE/LBX - 820	1027 Mc Donough Ave	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel SE/LBX - 821	1026 Schley	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel SE/LBX - 822	1026 Schley Ave	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel SE-1520 and SE-1521	2811, 2821, 2825 E Grant St	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel SE-372	Alameda Street	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel Se-374	1601 S Alameda St	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel SE-382	Northeast Corner of East Grand St	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel Se-383 And Se-496	Northeast Corner of E Grand St	Completed - Case Closed
Cleanup Program Site	Acta South - Parcel Se-881	E Grant Ave	Completed - Case Closed
Cleanup Program Site	Acta South Parcel My-1512-My-1515	1023 North Perry Ave	Completed - Case Closed
Cleanup Program Site	Acta South-Henry Ford Ave Grade Separation	405 Henry Ford	Completed - Case Closed
Cleanup Program Site	Acta Sub-Parcel PCH-1540-6	1800 E Pacific Coast Hwy	Completed - Case Closed
Cleanup Program Site	Alameda Corridor South End Parcel LBX-830	N/NE Corner of Macdonough and Southern Ave	Completed - Case Closed
Cleanup Program Site	Alameda Corridor-LBX-831	1018 North Macdonough Ave	Completed - Case Closed
Cleanup Program Site	Allen's BMW	1520 Pacific Coast Hwy	Completed - Case Closed
Cleanup Program Site	American Trucking	1522 Pacific Coast Hwy	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
Cleanup Program Site	Basin By-Products		Open - Inactive
Cleanup Program Site	BCO - Gas Plant	1405 W. 240th St	Completed - Case Closed
Cleanup Program Site	Bco - Joughin Unit	23903 S. Normandie Ave	Completed - Case Closed
Cleanup Program Site	Boeing C-6 Facility	19503 S. Normandie Ave	Open - Remediation
Cleanup Program Site	Carson Regional Groundwater Group	Wilmington Avenue	Open - Assessment & Interim Remedial Action
Cleanup Program Site	Cooper & Brain	Quay Ave	Open - Inactive
Cleanup Program Site	Dichter Lumber Sales	221 Gulf Ave	Open - Inactive
Cleanup Program Site	Die Cast Products	621 Rosecrans Ave.	Open - Assessment & Interim Remedial Action
Cleanup Program Site	DOD - San Pedro DFSP, Navy	N/A USS New Jersey	Open - Site Assessment
Cleanup Program Site	Dominguez/Compton & Wilmington	220 W Manville St	Completed - Case Closed
Cleanup Program Site	Douglas Aircraft	19503 Normandie Ave S	Open - Inactive
Cleanup Program Site	Ecology Control Industries (Eci)	19500 Normandie Ave	Open - Inactive
Cleanup Program Site	Exxon Wilmington Oil Field	704 E G St	Completed - Case Closed
Cleanup Program Site	Former Pacific Electricord	747 W. Redondo Beach Blvd.	Open - Site Assessment
Cleanup Program Site	Former Unocal Pipelines	Anaheim St	Completed - Case Closed
Cleanup Program Site	ILWU Local 13 Dispatch Hall Project/ Pola	1500 East Anaheim St	Open - Verification Monitoring
Cleanup Program Site	International Light Metals	19200 Western Ave S	Open - Inactive
Cleanup Program Site	Juanita's Foods	625 N Eubank	Completed - Case Closed
Cleanup Program Site	Kaiser South Bay Medical Center - Parking Structure II	25825 South Vermont Avenue	Completed - Case Closed
Cleanup Program Site	Konoike Transport	1420 Coil Ave	Completed - Case Closed
Cleanup Program Site	Lausd Gardena Bus Garage	18421 Hoover St	Open - Site Assessment
Cleanup Program Site	Mueller Company	18233 S. Hoover St	Completed - Case Closed
Cleanup Program Site	Multi-Tenant Office-Warehouse Property	1500-1510 West 228th St	Open - Remediation
Cleanup Program Site	Nasco Aircraft Brake, Inc.	13300 Estrella Ave	Completed - Case Closed
Cleanup Program Site	Neptune Avenue Pipeline Release	1200 Block Neptune Ave	Completed - Case Closed
Cleanup Program Site	Oryx Energy Co.	Alameda St	Completed - Case Closed
Cleanup Program Site	P & E Terminal Company, Inc.	915 Colon St	Open - Inactive
Cleanup Program Site	Port Access Project (Unit 2-5)	1100 Henry Ford Ave	Open - Inactive
Cleanup Program Site	Port of LA: Wilmington Waterfront Development	Harry Bridges Blvd	Open - Inactive
Cleanup Program Site	Port of Long Beach - Pier A West /Area 2	421 Henry Ford Ave	Open - Inactive
Cleanup Program Site	Port of Long Beach - Term. 2		Open - Inactive
Cleanup Program Site	Port of Los Angeles	800 Southerland Ave	Open - Inactive
Cleanup Program Site	Shell Los Angeles Refinery	2101 E. Pacific Coast Hwy	Open - Remediation
Cleanup Program Site	Shell Wilmington Sales Terminal	1926 E. Pacific Coast Hwy	Open - Remediation
Cleanup Program Site	Sonic Industries Site I	13200 South Western Ave	Completed - Case Closed
Cleanup Program Site	Sonic Industries Site II	20030 South Normandie Ave	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
Cleanup Program Site	Sunshine Truck Stop	1800 Pacific Coast Hwy	Open - Inactive
Cleanup Program Site	Tieman Company	620 Sanford Ave	Open - Site Assessment
Cleanup Program Site	Tieman Company	901 East "E" St	Completed - Case Closed
Cleanup Program Site	Unocal - Tosco Los Angeles Refinery, Wilmington	1660 W Anaheim St	Open - Assessment & Interim Remedial Action
Cleanup Program Site	Valero Refining Company California	1651 Alameda St	Open - Site Assessment
Cleanup Program Site	Valero Wilmington (Former Ultramar Refinery)	2402 East Anaheim St	Open - Remediation
Cleanup Program Site	Virco Property	15134 South Vermont Ave	Completed - Case Closed
Cleanup Program Site	Warren E & P Incorporated	825 Mahar Ave	Completed - Case Closed
Cleanup Program Site	Western Fuel Oil Co	San Pedro Harbor	Open - Inactive
Cleanup Program Site	Wilmington Town Lot #002	Gulf Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #004	1647 Ronan Ave.	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #005	Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #007	Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #008	McDonald Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #009	1616 Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #010	1622-1626 Ravenna Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #013	Gulf Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #016	1516 & 1520 Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #016	Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #017	1532 McDonald Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #018	Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #022	1522 Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #022	1522 Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #025	1516 Island Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #028	433 E. Q Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #032	Gulf Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #033	1430 Wilmington Blvd	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #033	McDonald Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #035	Gulf Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #037	Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #038	McDonald Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #039	1445 Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #040	Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #041	1448 Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #042	1418 Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #044	1416 Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #045	Ravenna Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #051	Fries Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #052	1454-1458 Marine Ave	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
Cleanup Program Site	Wilmington Town Lot #057	1307 Eubank Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #059	Gulf Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #061	1332-1336 N Wilmington Blvd	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #062	Gulf Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #063	Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #065	1337 McDonald Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #067	1306 Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #072	1351 Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #073	1323 Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #073	1319 Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #080	Lagoon Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #081	1306 Ravenna Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #082	1350 Lagoon Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #086	1341-1345 Marine Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #088	1311 Marine Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #089	1346 Marine Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #090	1326 Marine Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #092	129 N St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #093		Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #098	1350-1356 N. Hyatt Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #101	1254-1258 N Wilmington Blvd	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #102	1214-1218 N Wilmington Blvd	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #105	1234 Gulf Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #106	1250 Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #108	McDonald Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #109	1261 Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #110	McDonald Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #111	1229 Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #113	Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #114	Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #117	1205 Ravenna Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #118	1268 Ravena Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #119	1242 Ravenna Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #121	1218 Ravena Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #122	1207 Lagoon Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #126	1208 Island Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #129	1243 Marine Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #130	1211 Marine Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #137	1261-1265 N. Broad Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #137	128 E M St	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
Cleanup Program Site	Wilmington Town Lot #145	1210 Broad Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #146	1281 Hyatt Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #147	1223 Hyatt Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #152	1137 Gulf Ave.	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #153	1106 N. Wilmington Blvd	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #154	McDonald Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #155	Ronan Ave	Open - Inactive
Cleanup Program Site	Wilmington Town Lot #156	Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #158	1142 Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #160	1136 Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #160	Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #162	1162 Ravenna Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #163	Ravenna Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #164	1134 Ravenna Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #168	Island Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #171	1138 Island Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #172	1131 N. Fries Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #175	1137 Marine Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #179	Denni St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #185	Broad Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #186	1102 Broad Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #187	Lakme Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #188	Denni St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #189	L St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #191	1137 Banning Blvd	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #195	1143-1145 Lecouvreur Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #197.1&2	1160 Lecouvreur Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #203	1204 Hyatt Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #204	1134 Hyatt Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #206	1118 &1124 Hyatt Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #209	Wilmington Blvd	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #210	Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #211	1010 &1016 Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #214	Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #215	1055 Lagoon Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #219	1036 Lagoon Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #220	1065 Fries Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #221	Island Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #236	1027 Broad Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #238	1044 Broad Ave	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
Cleanup Program Site	Wilmington Town Lot #245	310 E. Denni St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #246	1008-1012 Lakme Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #249	1023-1027 N Banning Blvd	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #254	1006-1010 Banning Blvd.	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #255	1017 Lecouvreur Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #258	1049 Eubank Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #265	McFarland Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #270	Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #271	Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #272	Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #273	948 N. McDonald Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #274	Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #275	Ronan Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #276	924 &926 Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #277	729-731 Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #277	Opp St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #278	816 Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #282	515 Anaheim St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #284	832-838 N Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #285	Island Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #289	911 Fries Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #291	941 N Marine Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #292	917 Marine Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #294	817 & 821 Marine Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #297	945 N. Broad Ave.	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #301	I St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #304	828 Broad Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #305	939 Lakme St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #307	915 Banning Blvd	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #307	Lakme Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #311	905 N. Banning Blvd	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #312	329 E Anaheim St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #326	922 McFarland Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #327	919 Dominguez Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #341	721 N. Wilmington Blvd	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #344	726 Wilmington Blvd	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #347	819 G St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #349	730 N Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #350	624 Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #351	709 Island Ave	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
Cleanup Program Site	Wilmington Town Lot #355	715 N. Marine Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #356	616 Fries Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #358	611 Broad Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #359	724 Broad Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #366	610 Broad Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #367	612 Broad Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #370, 373, 374	Quay Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #381	420 G St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #398	724 G St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #398a	724 G St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #399	541 McFarland Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #414	732 N. Sanford Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #431	501 Mar Vista Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #431	501 Mar Vista Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #434	537 McDonald Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #435	434 McDonald Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #436	528 Bayview Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #437	301-345 E St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #438	514 Fries Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #439	410 Fries Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #440	124 W. E St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #443	445 Broad Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #471	431 Eubank Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #477	500-600 Eubank Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #477	709, 721-727 E St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #480	820 F St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #498	510 Sanford Ave.	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #510	225 Gulf Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #511	315 McDonald Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #518	310 Neptune Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #519	506 C St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #525	202 W. C St	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #526.1, 526.2	300 Marine Ave	Completed - Case Closed
Cleanup Program Site	Wilmington Town Lot #72.1	1351 Neptune Ave	Completed - Case Closed
Land Disposal Site	101 Disposal Company	25875 S. Normandie Ave	Pre-Title 27 CAI - Closed/No Monitoring
Land Disposal Site	186th And Vermont (190th And Vermont) Landfill	18602 South Vermont Avenue	Completed - Case Closed
Land Disposal Site	Acta Maintenance Yard	1010 N. Farragut Ave	Completed - Case Closed
Land Disposal Site	Agajanian, J.C.	1901 N Gaffey St	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
Land Disposal Site	American Disposal No. 1	731 W 182nd St	Pre-Title 27 CAI - Closed/No Monitoring
Land Disposal Site	Anaheim Street Liquid Disposal	I Street and Craven Street	Pre-Title 27 CAI - Completed - Case Closed/No Monitoring
Land Disposal Site	Ascon Landfill (Watson Energy Systems)	1711 N. Alameda St	Completed - Case Closed
Land Disposal Site	Ascot Park Raceway Landfill	18240 S. Vermont Ave	Completed - Case Closed
Land Disposal Site	Basin By Products	930 Lawrence Ave	Pre-Title 27 CAI - Completed - Case Closed/No Monitoring
Land Disposal Site	Champlin Petroleum Company Wilmington - TCL Consent Area - Mainland West Landfarm	West of Henry Ford Ave, North of Cerritos Channel	Completed - Case Closed
Land Disposal Site	Chemtec Pacific Services, Inc.	923 Farragut Ave	Pre-Title 27 CAI - Completed - Case Closed/No Monitoring
Land Disposal Site	Church - Wilmington	Sandison St And Blinn Ave	Pre-Title 27 CAI - Closed/No Monitoring
Land Disposal Site	Defense Fuel Support Point (DFSP) San Pedro	3171 North Gaffey St	Open - Operating
Land Disposal Site	Harbor Dump / Jan Pit	1322 East Lomita Blvd	Completed - Case Closed
Land Disposal Site	Hardwick - Livingston Truck And Materials Co. - Jak K. Bryant Associates	1200 Block of East Lomita Blvd	Completed - Case Closed
Land Disposal Site	Helen Keller Park - Vermont and El Segundo	1045 W 126th St	Open - Closed/with Monitoring
Land Disposal Site	Juanita's Foods	Between Lecouvreur/Eubanks Avenues And E/F Street	Completed - Case Closed
Land Disposal Site	Pacific Ocean Disposal Company	914 Paul Jones Ave	Pre-Title 27 CAI - Completed - Case Closed/No Monitoring
Land Disposal Site	Port Disposal	1702 (1550) Eubank Avenue	Completed - Case Closed
Land Disposal Site	Port Land Reclamation Landfill	1402 E. Lomita Blvd	Completed - Case Closed
Land Disposal Site	Wilmington Plant - LA Refinery Soil Treatment	1660 W. Anaheim St	Completed - Case Closed
Land Disposal Site	Wilmington Town Lots	Non-Contiguous Parcels Within An Area of Approximately Four Square Miles.	Completed - Case Closed
LUST Cleanup Site	76 Products Station #2446	1150 Pacific Coast Hwy	Completed - Case Closed
LUST Cleanup Site	A & B Auto Repair	20530 Normandie Ave	Completed - Case Closed
LUST Cleanup Site	A-1 Materials	23003 Mariposa Ave S	Completed - Case Closed
LUST Cleanup Site	Aable Muffler	23908 Western Ave	Completed - Case Closed
LUST Cleanup Site	Akzo Coatings (Silkens)	20846 Normandie Ave S	Completed - Case Closed
LUST Cleanup Site	Allan's Arco Mini Market	1605 Carson St W	Completed - Case Closed
LUST Cleanup Site	AMB Capelin Distribution Property	20000 Western Ave S	Completed - Case Closed
LUST Cleanup Site	Ancon Marine Inc.	1022 Eubank Ave	Completed - Case Closed
LUST Cleanup Site	Arbor Point Property	18233 Hoover St S	Completed - Case Closed
LUST Cleanup Site	Arco #1054	980 Pacific Coast Hwy W	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
LUST Cleanup Site	Arco #1091	1004 El Segundo Blvd W	Completed - Case Closed
LUST Cleanup Site	Arco #1091 (Former)	1004 El Segundo Blvd W	Completed - Case Closed
LUST Cleanup Site	Avalon Triangle	101 Broad Ave	Completed - Case Closed
LUST Cleanup Site	Blue Diamond Materials	20860 Normandie Ave S	Completed - Case Closed
LUST Cleanup Site	Bumperline/Sabema Corporation	1234 254th St	Completed - Case Closed
LUST Cleanup Site	California Sulphur Facility	2509 Grant Blvd E	Completed - Case Closed
LUST Cleanup Site	Century Shower Door Co., Inc.	20100 Normandie Ave S	Completed - Case Closed
LUST Cleanup Site	Chevron #9-1267	25800 Western Ave	Completed - Case Closed
LUST Cleanup Site	Chevron #9-4169	4501 003rd St E	Completed - Case Closed
LUST Cleanup Site	Chevron #9-5913	575 Pacific Coast Hwy	Completed - Case Closed
LUST Cleanup Site	Chevron #9-7475	1225 190th St W	Completed - Case Closed
LUST Cleanup Site	Chevron Station #21-1370 (Former Texaco)	18564 Western Ave S	Completed - Case Closed
LUST Cleanup Site	Circle K Store 5619	1150 Pacific Coast Hwy	Completed - Case Closed
LUST Cleanup Site	Cooper And Brain, Inc.	655 D St. E.	Completed - Case Closed
LUST Cleanup Site	Cunningham Rods	535/ 550 West 172nd St	Completed - Case Closed
LUST Cleanup Site	Debritz Lumber Co. (Former)	755 L St E	Completed - Case Closed
LUST Cleanup Site	Dexol Industries	1450 W 228th St	Completed - Case Closed
LUST Cleanup Site	Dichter Lumber Sales, Inc.	220 Gulf Ave	Completed - Case Closed
LUST Cleanup Site	Dr Pepper Bottling Plant	601 Redondo Beach Blvd	Completed - Case Closed
LUST Cleanup Site	E S Development Property	16133 Vermont Ave S	Completed - Case Closed
LUST Cleanup Site	E W Saybolt & Company Inc	115 Avalon Blvd	Completed - Case Closed
LUST Cleanup Site	Ecology Auto Parts	1000 Lomita Blvd E	Completed - Case Closed
LUST Cleanup Site	El Dorado Car Wash	1250 Pacific Coast Hwy, West	Completed - Case Closed
LUST Cleanup Site	Emge Brake Service, Inc.	1203 Wilmington Blvd	Completed - Case Closed
LUST Cleanup Site	Express Diesel	1430 Pacific Coast Hwy E	Open - Eligible for Closure
LUST Cleanup Site	Exxon #7-3944	18526 Normandie Ave S	Completed - Case Closed
LUST Cleanup Site	Falcon Refuse Center	3031 I St E	Completed - Case Closed
LUST Cleanup Site	Fire Station #38	124 I St E	Completed - Case Closed
LUST Cleanup Site	Former American Fuel	724 Pacific Coast Hwy W	Completed - Case Closed
LUST Cleanup Site	Former Gas Station	21138 Western Ave S	Completed - Case Closed
LUST Cleanup Site	Former Station	705 El Segundo Blvd W	Completed - Case Closed
LUST Cleanup Site	Former Texaco	1222-1230 Anaheim St E	Open - Remediation
LUST Cleanup Site	Formerly Ready Mix & Concrete	1361 Sepulveda Blvd	Completed - Case Closed
LUST Cleanup Site	Gardena Exxon Mobil Mart, Inc.	1645 190th St W	Completed - Case Closed
LUST Cleanup Site	Goltens Marine Company	322-330 Broad Ave N	Completed - Case Closed
LUST Cleanup Site	Green's Ready Mixed Concrete	19030 Normandie Ave S	Completed - Case Closed
LUST Cleanup Site	Gvw Investments	1030 Pacific Coast Hwy W	Completed - Case Closed
LUST Cleanup Site	Harbor City Medical Center	25825 Vermont Ave	Completed - Case Closed
LUST Cleanup Site	Horace L White Trust	1226 196th St W	Open - Remediation

Site Type	Site / Facility Name	Address Description	Status
LUST Cleanup Site	International Technology Corp	336 Anaheim St W	Completed - Case Closed
LUST Cleanup Site	J.L. Meeks Service Station	600 Avalon Blvd N	Completed - Case Closed
LUST Cleanup Site	Keep On Trucking, Inc.	607 B St W	Completed - Case Closed
LUST Cleanup Site	LAFD - Fire Station 85	1331 W 253rd St	Completed - Case Closed
LUST Cleanup Site	Lafd Fire Station #85	1331 253rd St W	Open - Eligible for Closure
LUST Cleanup Site	Laidlaw Environmental Services	221 D St E	Completed - Case Closed
LUST Cleanup Site	Los Angeles Harbor Community College	1111 Figueroa Pl	Completed - Case Closed
LUST Cleanup Site	Magness Petroleum Company	625 E Anaheim St	Completed - Case Closed
LUST Cleanup Site	Mahaffey Drilling Co	1210 190th St W	Completed - Case Closed
LUST Cleanup Site	Mobil #11-L2g	15312 Vermont Ave S	Completed - Case Closed
LUST Cleanup Site	Mobil #11-Mxb	1701 Pacific Coast Hwy W	Completed - Case Closed
LUST Cleanup Site	Mobil #18-D3x (Former #11-D3X)	14225 Vermont Ave S	Completed - Case Closed
LUST Cleanup Site	Mobil #18-EDP (Former #11-EDP)	18203 Western Ave S	Completed - Case Closed
LUST Cleanup Site	Mobil #18-L2g	15312 Vermont Ave S	Completed - Case Closed
LUST Cleanup Site	Mobil (Former)	410 Henry Ford Ave	Completed - Case Closed
LUST Cleanup Site	Moine/Locke Property	127 B St W	Completed - Case Closed
LUST Cleanup Site	Pacific Bell (A3-600)	12305 Vermont Ave S	Completed - Case Closed
LUST Cleanup Site	Pacific Bell (A5-188)	17200 Vermont Ave S	Completed - Case Closed
LUST Cleanup Site	Pacific Headquarters	1670 Palos Verdes Dr N	Completed - Case Closed
LUST Cleanup Site	Parco Recycling Company	621 152nd St W	Completed - Case Closed
LUST Cleanup Site	Port Disposal Landfill	1070 Lomita Ave E	Completed - Case Closed
LUST Cleanup Site	Rapid Gas #51	909 Pacific Coast Hwy	Completed - Case Closed
LUST Cleanup Site	Rapid Gas #6	305 Anaheim St W	Completed - Case Closed
LUST Cleanup Site	Rapid Gas #7	1403 Wilmington Blvd N	Completed - Case Closed
LUST Cleanup Site	Redman Equipment	19800 Normandie Ave S	Completed - Case Closed
LUST Cleanup Site	Rocket #5	302 Figueroa St N	Open - Site Assessment
LUST Cleanup Site	Ryder Truck Rentals	606 140th St W	Completed - Case Closed
LUST Cleanup Site	Sam Leung A & M Properties	22322 Normandie Ave	Completed - Case Closed
LUST Cleanup Site	Shell	1695 Pacific Coast Hwy W	Completed - Case Closed
LUST Cleanup Site	Shell Oil	19008 S Normandie Ave	Completed - Case Closed
LUST Cleanup Site	Shell Oil Co.	25001 Western Ave	Completed - Case Closed
LUST Cleanup Site	Shell Services Station (Former)	1695 Pacific Coast Highway W	Completed - Case Closed
LUST Cleanup Site	Shell Station #135324	854 W. El Segundo Blvd	Completed - Case Closed
LUST Cleanup Site	Simpson Gasoline Alley	22628 Normandie Ave	Completed - Case Closed
LUST Cleanup Site	South Bay Corp.	1411 190th St W	Completed - Case Closed
LUST Cleanup Site	Sung Sook Lee's Retail Center	950 Avalon Blvd, N	Open - Remediation
LUST Cleanup Site	Texaco	1327 Anaheim St W	Completed - Case Closed
LUST Cleanup Site	Texaco	1625 Anaheim St E	Open - Remediation
LUST Cleanup Site	Tosco - 76 Station #5131 (Former)	18605 Western Ave S	Completed - Case Closed

Site Type	Site / Facility Name	Address Description	Status
LUST Cleanup Site	Union Pacific Resources Co	420 Henry Ford Ave	Completed - Case Closed
LUST Cleanup Site	Unocal #2121	26393 Vermont Ave S	Completed - Case Closed
LUST Cleanup Site	Unocal #4944	1259 Carson St W	Completed - Case Closed
LUST Cleanup Site	Unocal #5021	1345 Pacific Coast Hwy W	Open - Site Assessment
LUST Cleanup Site	Unocal #7255 (Thrifty Oil#082)	1025 Anaheim St W	Completed - Case Closed
LUST Cleanup Site	Virco Manufacturing Corp, Inc.	861 Redondo Beach Blvd W	Completed - Case Closed
LUST Cleanup Site	Virco Manufacturing Corp.	15134 S. Vermont Ave.	Completed - Case Closed
LUST Cleanup Site	Waterman Supply Co.	910 Mahar Ave	Completed - Case Closed
LUST Cleanup Site	Western Brass	1338 228th St W	Completed - Case Closed
LUST Cleanup Site	Wilmington Iron Works	432 C St W	Completed - Case Closed
LUST Cleanup Site	Yang Ming Container Terminal	2050 John S. Gibson Blvd	Completed - Case Closed
Military Cleanup Site	Private Residence	Private Residence	Completed - Case Closed
Military Cleanup Site	San Pedro Defense Fuel Supply Point - Installation Restoration Project Site 6	3171 N. Gaffey St	Open - Site Assessment
Military Cleanup Site	San Pedro Defense Fuel Supply Point - Installation Restoration Project Site 32	3171 N. Gaffey St	Open - Site Assessment
Military Cleanup Site	San Pedro Defense Fuel Supply Point - San Pedro DFSP	USS New Jersey St	Open - Site Assessment
Military Cleanup Site	San Pedro, Fuel Terminal DFSP - DFSP San Pedro Tank Farm Area	3171 N Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 1	3171 N. Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 10	3171 N. Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 11	3171 N Gaffey Street	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal Dfsp - Bfcust 12	3171 N. Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 13	3171 N Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 14	3171 N. Gaffey St	Open - Site Assessment
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 15	3171 N. Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 16	3171 N Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 17	3171 N. Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 18	3171 N Gaffey Street	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 19	3171 N. Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 2	3171 N. Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 20	3171 N. Gaffey St	Open - Remediation

Site Type	Site / Facility Name	Address Description	Status
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 3	3171 N Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 4	3171 N. Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 5	3171 N. Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 51	3171 N. Gaffey St	Open - Site Assessment
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 52	3171 N. Gaffey St	Open - Assessment & Interim Remedial Action
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 6	3171 N. Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 7	3171 N. Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 8	3171 N. Gaffey St	Open - Remediation
Military UST Site	San Pedro, Fuel Terminal DFSP - BFCUST 9	3171 N. Gaffey St	Open - Remediation
Non-Case Information	Gateway Towers-970	970 190th St W	Informational Item / Review Complete
Produced Water Ponds	Wilmington Oil Field Sump, Pond, And Pit Orders	0 N Avalon Blvd	Open - Inactive
Underground Injection Control (UIC)	Sampson Operators Water Flood - UIC Project No. 84906016	2459 Lewis Ave	Received
Underground Injection Control (UIC)	Warren E&P - Wilmington - UIC Project No. 84906012	Sections 28 And 33 T04s R13w	Received
Underground Injection Control (UIC)	Warren E&P UIC Project 849-03-004	625 E Anaheim St	Received

Source: State Water Resources Control Board Geo Tracker Database, 2022.

U.S. EPA Superfund Enterprise Management System (SEMS) Database

A search of the U.S. EPA database of Superfund sites conducted in September 2022 revealed two sites on the National Priorities List. The SEMS sites in the Harbor Gateway CPA are discussed below:

1. NPL Del Amo Site - From the early 1940s to the early 1970s, a 280-acre synthetic rubber manufacturing facility operated on the property. The facility consisted of the following three plants: a butadiene plant, a styrene plant, and a copolymer plant. The site's long-term cleanup is ongoing. The facility was dismantled in the early to mid-1970s, and most of the area has been redeveloped as a business park.

2. **NPL Montrose Chemical Corporation Site** - The 13-acre Montrose Chemical Corporation site in Los Angeles, California, was the location of a manufacturing plant that made the pesticide dichloro-diphenyl-trichloroethane (DDT) from 1947 to 1982. The Montrose Superfund Site occupies approximately 18-acres within the Harbor Gateway CPA, including the 13-acre former Montrose plant

property, the adjacent 5-acre Jones Chemicals, Inc. (JCI) property, and other areas impacted by the former plant operations. Various hazardous substances entered the environment through several pathways during this time. The EPA is investigating the extent of contamination in certain media and has finished cleanup for others. Cleanup, monitoring, and operation and maintenance activities are ongoing.[5]

Environmental databases are updated as new sites are identified and existing sites are resolved. The intent of the database searches summarized in this document is not to provide a comprehensive listing of contaminated sites, but to provide a general characterization of the types of contamination found in the Harbor LA CPAs.

Use, Transport, and Disposal of Hazardous Materials

The use of hazardous materials is typically associated with industrial land uses. Activities, such as manufacturing, plating, cleaning, refining, and finishing, frequently involve chemicals that are considered hazardous when accidentally released into the environment. There are several clusters of industrial uses scattered throughout the Harbor LA CPAs. These clusters of industrial uses are located in the central and northeastern portions of the Harbor Gateway CPA, as well as the southern and eastern portions of the Wilmington-Harbor City CPA.

To a lesser extent, hazardous materials may also be used by various commercial enterprises, as well as residential uses. Dry cleaners, in particular, use cleaning agents considered to be hazardous materials. Hardware stores typically stock paints and solvents, as well as fertilizers, herbicides, and pesticides. Swimming pool supply stores stock acids, algaecides, and caustic agents. In fact, most commercial businesses occasionally use commonly available cleaning supplies which, when used in accordance with manufacturers' recommendations, are considered safe by the State of California, but when not handled properly can be considered hazardous. Private residences also use and store commonly available cleaning materials, paints, solvents, swimming pool and spa chemicals, as well as fertilizers, herbicides, and pesticides.

If improperly handled, hazardous materials can result in public health hazards through human contact with contaminated soils or groundwater, or through airborne releases in vapors, fumes, or dust. There is also the potential for accidental or unauthorized releases of hazardous materials that would pose a public health concern. The use, transport, and disposal of hazardous materials and wastes are required to occur

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5 U.S. EPA, "Montrose Chemical Corp. Torrance, CA Cleanup Activities," available online at: https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=second.Cleanup&id=0900993#bkground, accessed January 19, 2023.

in accordance with federal, State, and local regulations. In accordance with such regulations, the transport of hazardous materials and waste can only occur with transporters who have received training and appropriate licensing. Additionally, hazardous waste transporters are required to complete and carry a hazardous waste manifest (which is a set of forms, reports, and procedures designed to seamlessly track hazardous waste).

Citywide Use, Transport, and Abatement of Hazardous Materials

Hazardous materials are used in commercial, industrial, institutional, and agricultural operations throughout the City. Hazardous materials are shipped, stored, and used at the major airport (Los Angeles International Airport) and harbor facilities (Port of Los Angeles) within the City boundaries. Hazardous materials are also transported along freeways and highways that route through the City and stored in facilities. Identification, handling, storage, and transport of hazardous materials are managed and regulated by federal, state, and City regulations.

Harbor LA Use, Transport, and Abatement of Hazardous Materials

Hazardous materials use is primarily concentrated in the industrial areas located throughout the Harbor LA CPAs. Due to the proximity to the Port of Los Angeles, areas within the Harbor LA CPAs have historically functioned as part of the City's main economic industries for heavier industrial uses, including goods movement. Most transportation of hazardous materials through and within the Harbor LA CPAs consists of trucks that travel along freeways and major thoroughfares in the CPAs. Major corridors which may be used by trucks to transport hazardous materials throughout the Harbor LA CPAs include I-110, Alameda Street, Wilmington Boulevard, Pacific Coast Highway, Vermont Avenue, and Normandie Avenue. Hazardous materials are also moved by rail along the eastern edge of the Wilmington-Harbor City CPA along the Union Pacific rail lines serving the port.

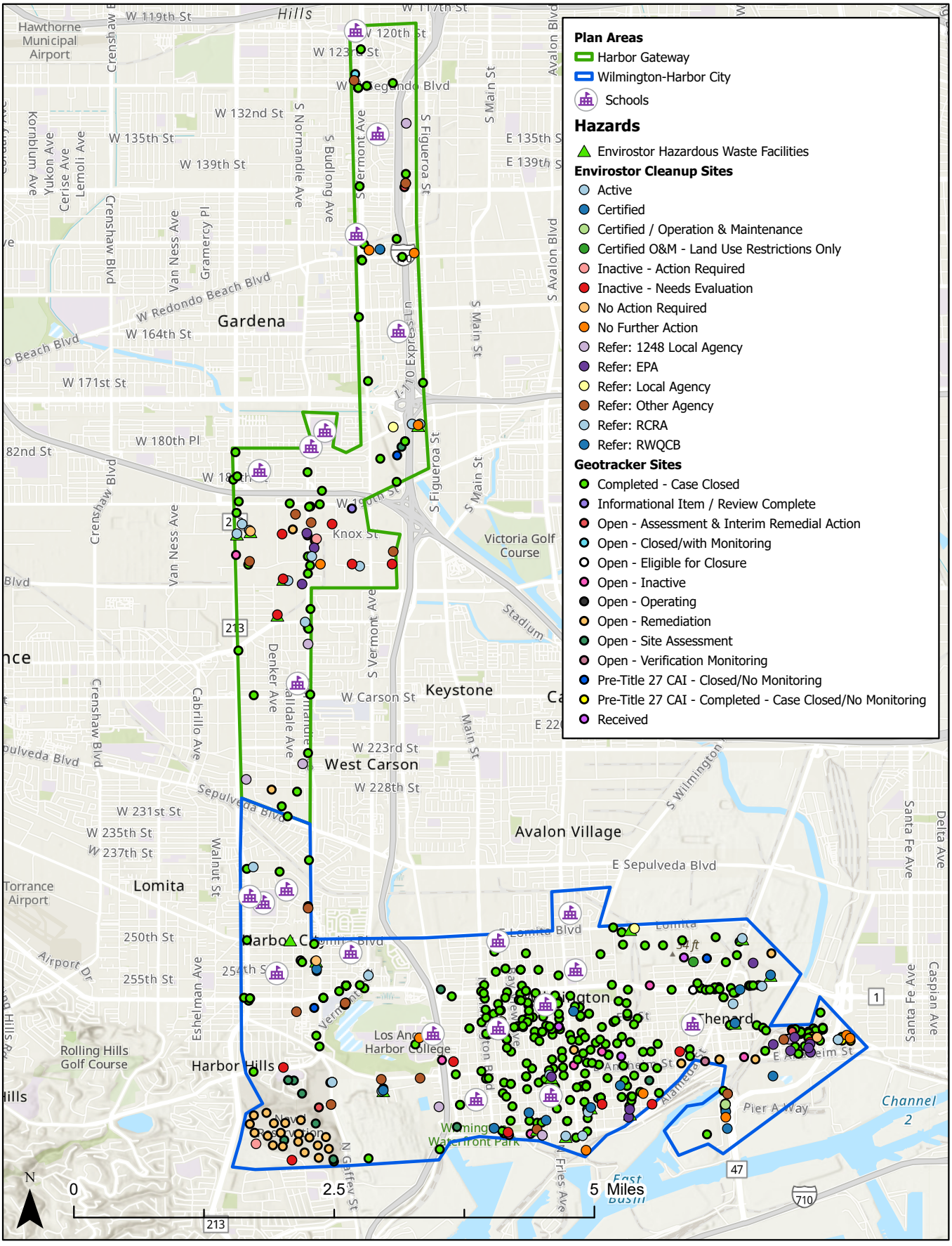
Schools

School locations require consideration because children are particularly sensitive to hazardous materials exposure. Additional protective regulations apply to projects that could use or disturb potentially hazardous materials/wastes near or at schools. The California Public Resources Code requires projects that would be located within 0.25 miles of a school and might reasonably be expected to emit or handle hazardous materials to consult with the school district regarding potential hazards.

The Los Angeles Unified School District (LAUSD) is the second largest school district in the nation encompassing over 720 square miles, including the City of Los Angeles as well as all or parts of 31 smaller municipalities plus several unincorporated sections of Southern California. There are over 900 schools and

187 public charter schools within LAUSD, which hosts students from kindergarten to 12th grade. In addition to schools within LAUSD, the City of Los Angeles has other educational facilities which include colleges, preschools, nurseries, and private schools. As discussed in **Section 4.14, Public Services and Recreation**, a total of 25 LAUSD public schools serve the Harbor LA CPAs, including 2 primary/early education centers, 16 elementary schools, 1 middle school, and 6 high schools. **Figure 4.8-3, Schools and Hazardous Sites in the Harbor LA CPAs,** shows educational facilities in or near the CPA in relation to potential hazardous sites.

For the purposes of this analysis, the Proposed Plans anticipate that all the students residing in the Harbor LA CPAs would attend public schools within the CPAs. However, LAUSD students would have the option of attending public schools outside the Harbor LA CPAs through the Choices program or the option of private schooling. Schools, in particular high schools, may include use and/or storage of hazardous materials and generation of hazardous wastes and may be listed as large or small generators of hazardous materials. Activities within schools that are associated with hazardous materials include chemistry labs, automobile repair shops, print shops, and photography labs as part of the educational curriculum as well routine maintenance supplies including cleaning and painting materials and herbicides and pesticides. Nonetheless, regulatory compliance for the specialized handling of hazardous materials by school program administrators would ensure that students' exposure to toxins is minimized.



SOURCE: Esri, 2022; Envirostor, 2022; Geotracker, 2022

FIGURE **4.8-3**

Schools and Hazardous Sites within the Harbor LA CPAs

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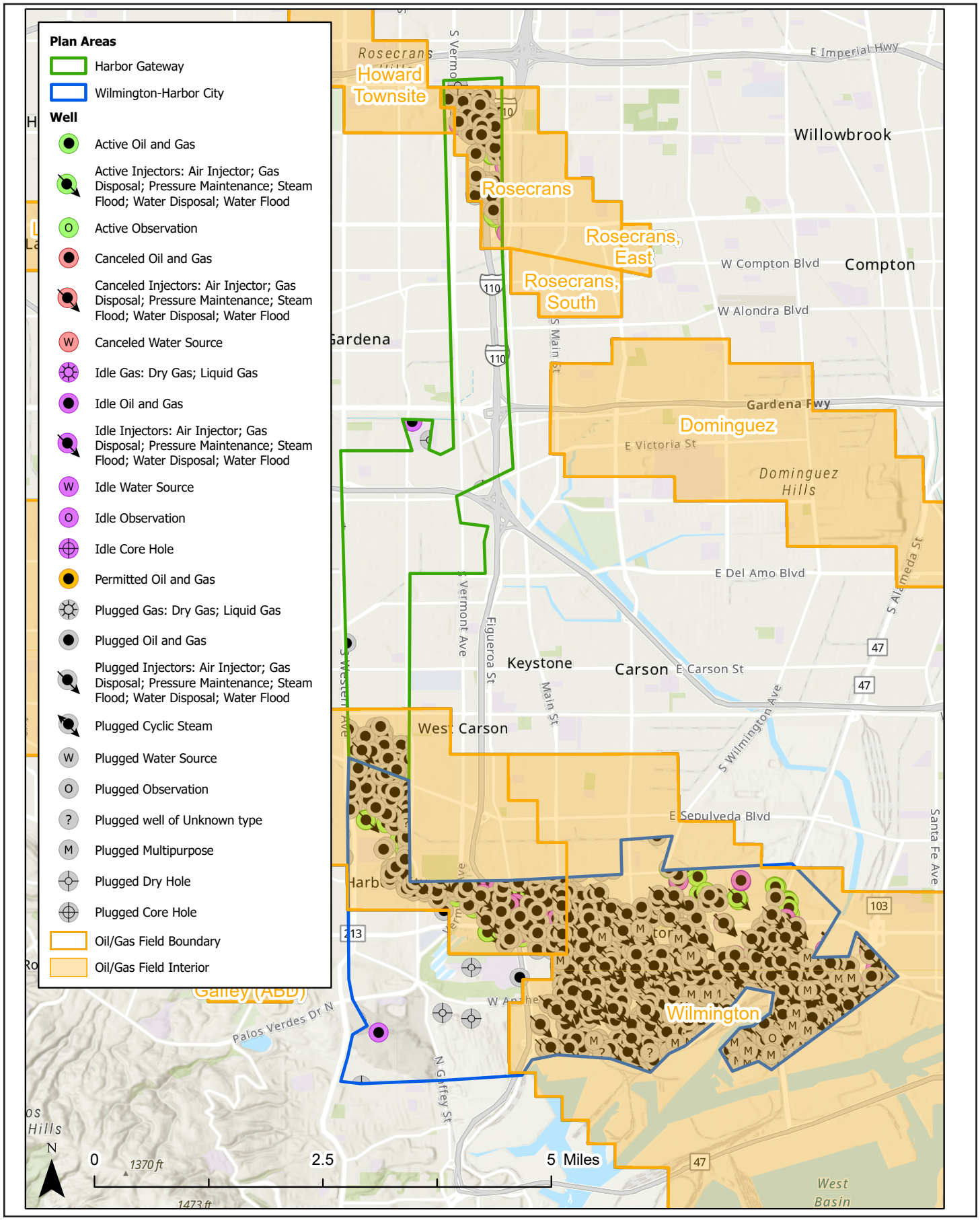
Oil Fields and Wells

Oil fields and oil production activities present a variety of hazards in urbanized areas, including the potential for toxic air contaminants and dust from oil production, and the potential of contaminant release into an aquatic environment. Unconstrained oil seepage from oil fields and wells can contaminate the soil and groundwater aquifers.

The California Department of Conservation Geologic Energy Management Division (CalGEM) provides information regarding oil and gas wells and other types of related facilities throughout the state. The Harbor LA CPAs contain three State Designated Oil Fields.[6] The Wilmington Oil Field generally includes the eastern portion of the Wilmington-Harbor City CPA. The Torrance Oil Field includes the northwestern portion of the Wilmington-Harbor City CPA. The Rosecrans Oil Field includes the northern portion of the Harbor Gateway CPA. There are numerous active, idle, and plugged wells within each of these locations.[7] Additionally, there are several idle and plugged wells that underly several residential areas within the Harbor LA CPAs and numerous active wells are located adjacent to sensitive receptors including residential uses. Plugged wells prevent fluid from migrating between underground rock layers prior to abandonment. Idle wells are identified as not having produced oil or natural gas for six consecutive months of continuous operation during the last five or more years. Buried-idle wells are characterized the same as idle wells and are also buried. Drilling of oil wells and the production from the wells of oil, gases, or other hydrocarbon substances are permitted in the City's Supplemental Use Oil Drilling District ("O" District) subject to the provisions of LAMC Section 13.01. There are a total of 356 active wells in the Harbor LA CPAs. The oil wells within the Harbor LA CPAs are depicted in **Figure 4.8-4, Oil and Gas Wells within the Harbor LA CPAs.**

6 California Department of Conservation, Geologic Energy Management Division, "Well Finder," available at: https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.27668/33.79954/14, accessed September 16, 2022.

7 California Department of Conservation, Geologic Energy Management Division, "Well Finder," available at: https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.27668/33.79954/14, accessed September 16, 2022.



SOURCE: CalGEM, 2022; Esri, 2022

FIGURE **4.8-4**

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Oil and Gas Wells within the Harbor LA CPAs

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Airport

The nearest airports located in proximity to the Harbor LA CPAs include the Torrance Airport-Zamperini Field and Los Angeles International Airport (LAX). These public airports are approximately 1.5 miles west and 6.0 miles northwest from the nearest CPA boundary, respectively. To prevent the creation of airport hazard zones, restrictions are placed on development in the immediate vicinity of airport runways where take-off and final approach maneuvers occur. There are no airports located within the Harbor LA CPAs and the CPAs are not located within the Los Angeles County Airport Land Use Commission (ALUC) planning boundaries of the airports.[8]

Wildland and Fire Hazards

The California Department of Forestry and Fire Protection (CAL FIRE) identifies fire hazard areas and fire-threatened communities at the wildland urban interface. CAL FIRE maps identify fire hazard severity zones in the state and local responsibility areas. Wildland fire protection in California is the responsibility of either the state, local government, or the federal government. A designated State Responsibility Area (SRA) is an area "in which the financial responsibility of preventing and suppressing fires is primarily the responsibility of the state" (Public Resources Code Section 4125). Local responsibility areas (LRA) include incorporated cities, cultivated agricultural lands, and portions of the desert. LRA fire protection is typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government.

Classification of a zone as moderate, high, or very high fire hazard is based on a combination of how a fire will behave and the probability of flames and embers threatening buildings.

The only location within the Harbor LA CPAs identified as a Very High Fire Hazard Severity (VHFHS) Zone is Ken Malloy Harbor Regional Park, located within the Wilmington-Harbor City CPA.[9]

Properties located within VHFHS and Fire Brush Clearance Zones are required to minimize fire risks during the high fire season through vegetation clearance; maintenance of landscape vegetation to minimize fuel supply that would spread the intensity of a fire; compliance with provisions for emergency vehicle

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8 Los Angeles County Airport Land Use Commission, "*Airports, Plans and Maps*," available online at: https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a, accessed September 16, 2022.

9 City of Los Angeles, "Navigate Los Angeles," available online at: https://navigatela.lacity.org/navigatela/, accessed September 16, 2022.

access, use of approved building materials and design; and compliance with LAFD hazardous vegetation clearance requirements.

The developed portions of the Harbor LA CPAs and its surrounding areas are characterized by features typical of the urban landscape and include commercial, industrial, and residential uses. Urban fires can result from a number of causes, including arson, carelessness, home or industrial accidents, or from ignorance of proper safety procedures. The International Building Code regulates developments and requires certain built-in fire protection devices when maximum allowable uses or heights are exceeded, or the building use presents a life or property protection problem. In addition, LAFD has guidelines to lessen the impacts of fire hazards such as inspection programs.

Citywide Emergency Response

The City of Los Angeles Emergency Management Department (EMD) is comprised of five divisions and two units including administrative services division, community preparedness and engagement division, operational readiness division, planning division, and training exercise division.[10] The EMD works with City departments, municipalities, and with community-based organizations to ensure that the City and its residents have the resources and information they need to prepare, respond, and recover from emergencies, disasters, and significant events.[11] The Emergency Operations Organization (EOO) is the operational department responsible for the City's emergency preparations (planning, training, and mitigation), response and recovery operations. The EOO centralizes command and information coordination to enable its unified chain-of-command to operate efficiently and effectively in managing the City's resources.

The Emergency Operation Center (EOC) is the focal point for coordination of the City's emergency planning, training, response, and recovery efforts. EOC processes follow the National All-Hazards approach to major disasters such as fires, floods, earthquakes, acts of terrorism, and large-scale events in the City that require involvement by multiple City departments. The EOC is a state-of-the-art facility comprised of a Main Coordination Room (MCR), Media Center, Training Room, Management Section Room, Public Information Officer Room, Executive Conference Room, 6 flexible use Break Out Rooms (includes Business Operations Center), Amateur Radio Operations Room, and two storage rooms.[12]

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10 City of Los Angeles, "Emergency Management Department," 2021, available online at: https://emergency.lacity.org/, accessed September 16, 2022.

11 City of Los Angeles, Emergency Management Department, "*About EMD*," available online at: https://emergency.lacity.org/about/emd, accessed on September 16, 2022.

12 City of Los Angeles, "Emergency Operations Center," 2021, available online at: https://emergency.lacity.org/about/eoc, accessed September 16, 2022.

Rescue and provision of medical care to victims of fires and other emergencies are the responsibilities of LAFD. However, the Harbor LA CPAs adjoins other jurisdictions (i.e., the County of Los Angeles). As such, the City has several joint-use agreements with other jurisdictions for cooperative response and management of fires and other emergency incidences. Under such agreements, the first respondents would usually be the nearest fire or police units, regardless of jurisdictional boundaries. Key to a successful rapid response is LAFD's goal of maintaining adequate response distances from any given fire outbreak to the closest fire station. See **Section 4.14, Public Services and Recreation,** for further discussion about LAFD and emergency response.

Harbor LA Plan Areas Emergency Response

Los Angeles County identifies disaster routes throughout the Harbor LA CPAs. Disaster routes typically parallel major north-south and east-west corridors in the Harbor LA CPAs. Disaster routes within and adjacent to the Harbor LA CPAs include I-110; SR-1 (PCH); SR-91 (Artesia Blvd.); Figueroa Street; Avalon Boulevard; Alameda Street; Western Avenue; and Carson Street.[13]

4.8.2 Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Hazards and Hazardous Materials at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Aboveground Petroleum Storage Act
- California Code of Regulations Title 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b)
- California Code of Regulations, Division 4.5, Title 22
- California Division of Occupational Safety and Health (Cal/OSHA)
- California Fire Code
- California Governor's Office of Emergency Services (Cal OES)
- California Hazardous Materials Release Response Plans and Inventory Law of 1985
- California Health and Safety Code, Title 22, Chapter 20 Hazardous Waste Permit Program
- California Water Code
- Certified Unified Program Agency (CUPA)
- City of Los Angeles Safety and Conservation Elements

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13 County of Los Angeles Department of Public Works, *Disaster Route Maps - Los Angeles Harbor Area*, available online at: https://pw.lacounty.gov/dsg/disasterroutes/map/Los%20Angeles%20Harbor%20Area.pdf, accessed September 16, 2022.

- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)
- Disaster Mitigation Act of 2000
- Emergency Managed Mutual Aid (EMMA) System
- Emergency Management Department (EMD), Emergency Operations Organization (EOO), and Emergency Operation Center (EOC)
- Federal Emergency Management Act (FEMA)
- Federal Fire Safety Act
- Government Code Section 3229, Division (California Geologic Energy Management Division)
- Hazardous Materials Transportation Act (HMTA)
- Hazardous Waste and Substance Sites (Cortese List)
- Hazardous Waste Control Law
- Lead Based Paint Regulations
- License to Transport Hazardous Materials-California Vehicle Code, Section 32000.5 et seq.
- Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan (ALUC)
- Los Angeles County Operational Area Emergency Response Plan (ERP)
- Los Angeles Fire Code
- Los Angeles Municipal Code (LAMC)
- Occupational Safety and Health Act of 1970
- Other Hazardous Materials Regulations
- Research and Special Programs Administration
- Resource Conservation and Recovery Act
- South Coast Air Quality Management District Rule 1166
- South Coast Air Quality Management District Rule 1403
- State Policies and Regulations
- The Safe Drinking Water and Toxic Enforcement Act
- Title 40 Code of Federal Regulations
- Toxic Substances Control Act
- U.S. Environmental Protection Agency
- Underground Storage Tanks Program
- Uniform Fire Code
- Waste Discharge Requirements

Federal

Federal Fire Safety Act. The FFSA of 1992 is different from other laws affecting fire safety as the law applies to federal operations, and there is no requirement for local action unless a private building owner leases

space to the federal government. The FFSA requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government that houses at least 25 federal employees during their employment.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as "Superfund," was enacted by Congress on December 11, 1980.[14] This law provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites, providing for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan. The National Contingency Plan provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also establishes the National Priorities List, which is a list of contaminated sites warranting further investigation by the EPA. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.[15]

Disaster Mitigation Act of 2000. Disaster Mitigation Act (42 United States Code [U.S.C.] §5121) provides the legal basis for FEMA mitigation planning requirements for State, local, and Indian Tribal governments as a condition of mitigation grant assistance. It amends the Robert T. Stafford Disaster Relief Act of 1988 (42 U.S.C. §5121-5207) by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need and creates incentives for state, Tribal, and local agencies to closely coordinate mitigation planning and implementation efforts. This Act reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and the streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of this Act include:

- Funding pre-disaster mitigation activities;
- Developing experimental multi-hazard maps to better understand risk;
- Establishing state and local government infrastructure mitigation planning requirements;
- Defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP); and

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14 U.S. EPA, "Superfund CERCLA Overview," available online at: https://www.epa.gov/superfund/superfund-cercla-overview, accessed September 16, 2022.

15 U.S. EPA, "Summary of the Comprehensive Environmental Response, Compensation, and Liability Act (Superfund)," available online at: https://www.epa.gov/laws-regulations/summary-comprehensive-environmental-response-compensation-and-liability-act, accessed September 16, 2022.

- Adjusting ways in which management costs for projects are funded.

The mitigation planning provisions outlined in Section 322 of this Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

Resource Conservation and Recovery Act. The federal Resource Conservation and Recovery Act (RCRA) (42 United States Code [U.S.C.] secs. 6901-6992k), which amended and revised the Solid Waste Disposal Act, regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. Under RCRA regulations, generators of hazardous waste must register and obtain a hazardous waste activity identification number. RCRA allows individual states to develop their own programs for the regulation of hazardous waste as long as they are at least as stringent as RCRA's.

Underground Storage Tanks (USTs) are regulated under Subtitle I of RCRA and its regulations, which establish construction standards for UST installations installed after December 22, 1988, as well as standards for upgrading existing USTs and associated piping. Since 1998, all non-conforming tanks were required to be either upgraded or closed.

Toxic Substances Control Act. In 1976, the federal Toxic Substances Control Act (15 USC Sections 2601–2671) established a system of evaluation in order to identify chemicals which may pose hazards. The Toxic Substances Control Act is enforced by the U.S. EPA through inspections of places in which ACMs are manufactured, processed, and stored and through the assessment of administrative and civil penalties and fines, as well as injunctions against violators. The Toxic Substances Control Act establishes a process by which public exposure to hazards may be reduced through manufacturing, distribution, use and disposal restrictions or labeling of products. Polychlorinated Biphenyls (PCB)s are hazardous materials regulated by the EPA under the Toxic Substances Control Act (TSCA). These regulations ban the manufacture of PCBs although the continued use of existing PCB-containing equipment is allowed. PCBs were formerly used in such applications as hydraulic fluids, plasticizers, adhesives, fire retardants, and electrical transformers, among others. TSCA also contains provisions controlling the continued use and disposal of existing PCB-containing equipment. The disposal of PCB wastes is also regulated by TSCA (40 Code of Federal Regulations [CFR] 761), which contains life cycle provisions similar to those in RCRA. In addition to TSCA, provisions relating to PCBs are contained in the HWCL, which lists PCBs as hazardous waste.

Under the TSCA, the U.S. EPA has enacted strict requirements on the use, handling, and disposal of asbestos-containing materials (ACMs). These regulations include the phasing out of friable asbestos and ACMs in new construction materials began in 1979. In 1989, the U.S. EPA banned most uses of asbestos in the country. Although most of the ban was overturned in 1991, the current banned product categories include corrugated paper, rollboard, commercial paper, specialty paper, flooring felt, and any new uses. TSCA also establishes USEPA's Lead Abatement Program regulations, which provide a framework for lead abatement, risk assessment, and inspections. Those performing these services are required to be trained and certified by U.S. EPA.[16]

Hazardous Materials Transportation Act (HMTA). The U.S. Department of Transportation (USDOT) prescribes strict regulations for the safe transportation of hazardous materials, including requirements for hazardous waste containers and licensed haulers who transport hazardous waste on public roads. The Secretary of the Department of Transportation receives the authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act (HMTA), as amended and codified in 49 U.S. Code (U.S.C.) Section 5101 et seq. The Secretary is authorized to issue regulations to implement the requirements of 49 U.S.C. The Pipeline and Hazardous Materials Safety Administration (PHMSA),[17] formerly the Research and Special Provisions Administration, was delegated the responsibility to write the hazardous materials regulations, which are contained in Title 49 of the Code of Federal Regulations (CFR) Parts 100-180.[18] Title 49 of the CFR, which contains the regulations set forth by the HMTA, specifies requirements and regulations with respect to the transport of hazardous materials. It requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Under the HMTA, the Secretary "may authorize any officer, employee, or agent to enter upon, inspect, and examine, at reasonable times and in a reasonable manner, the records and properties of persons to the extent such records and properties relate to: (1) the manufacture, fabrication, marking, maintenance, reconditioning, repair, testing, or distribution of packages or containers for use by any "person" in the transportation of hazardous materials in commerce; or (2) the transportation or shipment by any "person" of hazardous materials in commerce."

Occupational Safety and Health Act of 1970. The Occupational Safety and Health Act of 1970, which is implemented by the federal Occupational Safety and Health Administration (OSHA), contains provisions

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16 U.S. EPA, 40 CFR Part 745, Subpart E Section 402 and 404, August 29, 1996

17 U.S. Department of Transportation, *Federal Hazardous Materials Transportation Law: An Overview*, 2021, available online at: https://www.phmsa.dot.gov/standards-rulemaking/hazmat/federal-hazardous-materials-transportation-law-overview, accessed September 16, 2022.

18 National Archives and Records Administration, *Code of Federal Regulations Parts 100 to 185*, 2010, available online at: https://www.govinfo.gov/content/pkg/CFR-2010-title49-vol2/pdf/CFR-2010-title49-vol2.pdf, accessed September 16, 2022.

with respect to hazardous materials handling. OSHA was created to assure safe and healthy working conditions by setting and enforcing standards and by providing training, outreach, education, and assistance. OSHA provides standards for general industry and construction industry on hazardous waste operations and emergency response. OSHA requirements, as set forth in 29 Code of Federal Regulations (CFR) Section 1910, et. seq., are designed to promote worker safety, worker training, and a worker's right–to-know. The U.S. Department of Labor has delegated the authority to administer OSHA regulations to the State of California. The California OSHA program (Cal/OSHA) (codified in the CCR, Title 8, or 8 CCR generally and in the Labor Code secs. 6300-6719) is administered and enforced by the Division of Occupational Safety and Health (DOSH). Cal/OSHA is very similar to the OSHA program. Among other provisions, Cal/OSHA requires employers to implement a comprehensive, written Injury and Illness Prevention Program (IIPP) for potential workplace hazards, including those associated with hazardous materials.

Research and Special Programs Administration (RSPA). RSPA regulations cover definition and classification of hazardous materials, communication of hazards to workers and the public, packaging and labeling requirements, operational rules for shippers, and training. They apply to interstate, intrastate, and foreign commerce by air, rail, ships, and motor vehicles, and also cover hazardous waste shipments. The RSPA's Federal Highway Administration (FHWA) is responsible for highway routing of hazardous materials and highway safety permits. The U.S. Coast Guard regulates bulk transport by vessel. The hazardous material regulations include emergency response provisions, including incident reporting requirements. Reports of major incidents go to the National Response Center, which in turn is linked with CHEMTREC, a service of the chemical manufacturing industry that provides details on most chemicals shipped in the United States.

Other Hazardous Materials Regulations. In addition to the USDOT regulations for the safe transportation of hazardous materials, other applicable federal laws that also address hazardous materials. These include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Atomic Energy Act
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

Federal Emergency Management Act (FEMA). FEMA was established in 1979 via executive order and is an independent agency of the federal government. In March 2003, FEMA became part of the U.S. Department of Homeland Security with the mission to lead the effort in preparing the nation for all hazards

and effectively manage federal response and recovery efforts following any national incident.[19] FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

U.S. Environmental Protection Agency. The U.S. EPA's mission is to protect human health and the environment. U.S. EPA takes action to reduce risks associated with exposure to chemicals in commerce, indoor and outdoor environments, and products and food. U.S. EPA continues to oversee the introduction and use of pesticides, improve their Integrated Risk Information System (IRIS) program, reduce radon risks, identify and address children's health risks in schools and homes, and improve chemical management practices. Oversight of chemical storage and manufacturing in coordination with their interagency partners remains a key focus of U.S. EPA, as well as efforts to reduce urban air toxins.

Title 40 Code of Federal Regulations. Title 40 of the CFR Part 264 "Standards for Owners of Hazardous Waste Treatment, Storage and Disposal Facilities," establishes minimum national standards which define the acceptable management of hazardous waste. This standard applies to owners and operators of all facilities which treat, store, or dispose of hazardous waste.

State

The primary state agencies with jurisdiction over hazardous chemical materials management are CalEPA (Department of Toxic and Substance Control) DTSC and the Los Angeles Regional Water Quality Control Board (LARWQCB). Other state agencies involved in hazardous materials management include California OSHA (Cal/OSHA) and the State Office of Emergency Services (Cal OES).

Authority for the statewide administration and enforcement of RCRA rests with Cal/EPA DTSC. While DTSC has primary state responsibility in regulating the generation, storage and disposal of hazardous materials, DTSC may further delegate enforcement authority to local jurisdictions. In addition, DTSC is responsible and/or provides oversight for contamination cleanup and administers statewide hazardous waste reduction programs. DTSC operates programs to accomplish the following: (1) manage the aftermath of improper hazardous waste management by overseeing site cleanups; (2) prevent releases of hazardous waste by ensuring that those who generate, handle, transport, store, and dispose of wastes do so properly; and (3) evaluate soil, water, and air samples taken at sites.

19 Federal Emergency Management Agency, "History of FEMA," available online at: https://www.fema.gov/about/history, accessed September 16, 2022.

The storage of hazardous materials in underground storage tanks (USTs) is regulated by the SWRCB, which delegates authority to the Regional Water Quality Control Board (RWQCB) on the regional level, and typically to the local fire department on the local level.

The Cal/OSHA program is administered and enforced by the Division of Occupational Safety and Health (DOSH). Cal/OSHA is very similar to the federal OSHA program. For example, both programs contain rules and procedures related to exposure to hazardous materials during demolition and construction activities. In addition, Cal/OSHA requires employers to implement a comprehensive, written Injury and Illness Prevention Program (IIPP). An IIPP is an employee safety program for potential workplace hazards, including those associated with hazardous materials.

The Cal OES Hazardous Materials (HazMat) section under the Fire and Rescue Division coordinates statewide implementation of hazardous materials accident prevention and emergency response programs for all types of hazardous materials incidents and threats. In response to any hazardous materials emergency, the HazMat section staff is called upon to provide state and local emergency managers with emergency coordination and technical assistance.

California Hazardous Materials Release Response Plans and Inventory Law of 1985 Hazardous Waste and Substance Sites. The Business Plan Act requires preparation of Hazardous Materials Business Plans and disclosure of hazardous materials inventories, including an inventory of hazardous materials handled, plans showing where hazardous materials are stored, an emergency response plan, and provisions for employee training in safety and emergency response procedures for businesses that handle, store, or transport hazardous materials in amounts exceeding specified minimums (California HSC, Division 20, Chapter 6.95, Article 1). Statewide, DTSC has primary regulatory responsibility for management of hazardous materials, with delegation of authority to local jurisdictions that enter into agreements with the state. Local agencies are responsible for administering these regulations.

Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety, including CalEPA and the California Emergency Management Agency. The California Highway Patrol and Caltrans enforce regulations specifically related to the transport of hazardous materials. Together, these agencies determine container types used and license hazardous waste haulers for hazardous waste transportation on public roadways.

Hazardous Waste and Substances Sites (Cortese List). Government Code Section 65962.5, amended in 1992, requires the CalEPA to develop and update annually the Hazardous Waste and Substances Sites (Cortese) List, which is a list of hazardous waste sites and other contaminated sites. The Cortese List is a planning document used by the state, local agencies, and developers to comply with California

Environmental Quality Act (CEQA) requirements pertaining to providing information about the location of hazardous materials release sites. While the Cortese List is no longer maintained as a single list, the following databases provide information that meet the Cortese List requirements:

1. List of Hazardous Waste and Substances sites from DTSC Envirostor database (Health and Safety Codes 25220, 25242, 25356, and 116395);

2. List of open and active leaking underground storage tank (LUST) Sites by County and Fiscal Year from the State Water Resources Control Board GeoTracker database (Health and Safety Code 25295);

3. List of solid waste disposal sites identified by the State Water Resources Control Board with waste constituents above hazardous waste levels outside the waste management unit (Water Code Section 13273[e] and 14 CCR Section 18051);

4. List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from the State Water Resources Control Board (Water Code Sections 13301 and 13304); and

5. List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by the DTSC.

Hazardous Waste Control Law (HWCL). The HWCL empowers the DTSC to administer the state's hazardous waste program and implement the federal program in California. CCR Titles 22 and 23 address hazardous materials and wastes. Title 22 defines, categorizes, and lists hazardous materials and wastes. Title 23 addresses public health and safety issues related to hazardous materials and wastes and specifies disposal options.

License to Transport Hazardous Materials-California Vehicle Code, Section 32000.5 et seq. The California Department of Transportation (Caltrans) regulates hazardous materials transportation on all interstate roads. Within California, the State agencies with primary responsibility for enforcing federal and State regulations and for responding to transportation emergencies are the California Highway Patrol and Caltrans. Together, federal and State agencies determine driver-training requirements, load labeling procedures, and container specifications for vehicles transporting hazardous materials.

Underground Storage Tanks Program. The State regulates Underground Storage Tanks (USTs) through a program pursuant to HSC, Division 20, Chapter 6.7, and CCR Title 23, Division 3, Chapter 16 and Chapter 18. The state's UST program regulations include, among others, permitting USTs, installation of leak detection systems and/or monitoring of USTs for leakage, UST closure requirements, release reporting / corrective action, and enforcement. Oversight of the statewide UST program is assigned to the

State Water Resources Control Board (SWRCB) which has delegated authority to the Regional Water Quality Control Boards (RWQCB) and typically on the local level, to the fire department. The Los Angeles Fire Department (LAFD) administers and enforces federal and state laws and local ordinances for USTs. Plans for the construction/installation, modification, upgrade, and removal of USTs are reviewed by LAFD Inspectors. If a release affecting groundwater is documented, the project file is transferred to the appropriate RWQCB for oversight.

Aboveground Petroleum Storage Act. In 1989, California established the Aboveground Petroleum Storage Act instituting a regulatory program covering ASTs containing specified petroleum products (Health and Safety Code Sections 25270–25270.13). The Aboveground Petroleum Storage Act applies to facilities with storage capacities of 10,000 gallons or more or are subject to oil pollution prevention and response requirements under 40 CFR Part 112. Under the Aboveground Petroleum Storage Act, each owner or operator of a regulated aboveground storage tank (AST) facility must file biennially a storage statement with the SWRCB disclosing the name and address of the AST facility; the contact person for the facility; and the location, size, age, and contents of each AST that exceeds 10,000 gallons in capacity and that holds materials that are at least five percent petroleum. In addition, each owner or operator of a regulated AST must prepare a Spill Prevention Control and Countermeasure Plan in accordance with federal and state requirements (40 CFR Part 112 and Health and Safety Code Section 25270.5[c]). The responsibility for inspecting ASTs and ensuring that Spill Prevention Control and Countermeasure Plans have been prepared lies with the RWQCBs.

Lead Based Paint Regulations. Lead-based paint (LBP) is defined as any paint, varnish, stain, or other applied coating that has a one milligram per square centimeter (mg/cm2) (5,000 microgram per gram (µg/g) or 0.5% by weight) or more of lead. The U.S. Consumer Product Safety Commission (16 Code of Federal Regulations [CFR] 1303) banned paint containing more than 0.06 percent lead for residential use in 1978. Buildings built before 1978 are much more likely to have LBP.

The demolition of buildings containing LBPs is subject to a comprehensive set of California regulatory requirements that are designed to assure the safe handling and disposal of these materials. Cal/OSHA has established limits of exposure to lead contained in dusts and fumes, which provides for exposure limits, exposure monitoring, and respiratory protection, and mandates good working practices by workers exposed to lead, particularly since demolition workers are at greatest risk of adverse exposure. Lead-contaminated debris and other wastes must also be managed and disposed of in accordance with applicable provisions of the California Health and Safety Code.

California Division of Occupational Safety and Health (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety standards and ensuring worker safety in the handling and use

of hazardous materials (8 CCR, Section 1529). Among other requirements, Cal/OSHA requires entities handling specified amounts of certain hazardous chemicals to prepare injury and illness prevention plans and chemical hygiene plans and provides specific regulations to limit exposure of construction workers to lead. OSHA applies to this Project because contractors will be required to comply with its handling and use requirements that would increase worker safety and reduce the possibility of spills, and to prepare an emergency response plan to respond to accidental spills.

The Safe Drinking Water and Toxic Enforcement Act. The Safe Drinking Water and Toxic Enforcement Act (Health Safety Code, Section 25249.5, et seq.) Proposition 65, lists chemicals and substances believed to have the potential to cause cancer or deleterious reproductive effects in humans. It also restricts the discharges of listed chemicals into known drinking water sources above the regulatory levels of concern, requires public notification of any unauthorized discharge of hazardous waste, and requires that a clear and understandable warning be given prior to a known and intentional exposure to a listed substance.

California Water Code (CWC). The California Water Code authorizes the SWRCB to implement provisions of the Clean Water Act, including the authority to regulate waste disposal and require cleanup of discharges of hazardous materials and other pollutants. In regard to construction dewatering discharge analysis and treatment, groundwater may be encountered during deeper excavations for the subterranean parking structure, building foundations, or other subterranean building components. Under the CWC, discharge of any such groundwater to surface waters, or any point sources hydrologically connected to surface waters, such as storm drains, is prohibited unless conducted in compliance with a Waste Discharge Requirement (WDR) permit. In addition to the CWC, these permits are implemented and are in compliance with the federal Clean Water Act's National Pollutant Discharge Elimination System (NPDES) program. In accordance with these legal requirements, dewatering, treatment, and disposal of groundwater encountered during construction activities would be conducted in accordance with the Los Angeles Regional Quality Control Board (LARWQCB)'s Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, pursuant to adopted Order No. R4-2013-0095, or any other appropriate WDR permit identified by the LARWQCB.[20] Compliance with an appropriate WDR permit would include monitoring, treatment if appropriate, and proper disposal of any encountered groundwater in accordance with applicable water quality standards. If, for example, extracted groundwater contains Total Petroleum Hydrocarbons (TPH) or other petroleum breakdown compounds in concentrations exceeding water quality

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20 Los Angeles Regional Water Quality Control Board, *Order No. R4-2013-0095, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties*, June 6, 2013, available online at: https://www.waterboards.ca.gov/losangeles/board_decisions/adopted_orders/permits/general/npdes/r4-2013-0095/Dewatering%20Order.pdf, accessed September 16, 2022.

standards, compliance with legal requirements would mandate treatment to meet published state water quality standards prior to discharge into a storm drain system.

Government Code Section 3229, Division (California Geologic Energy Management Division). In compliance with Section 3229, Division 3 of the California Public Resources Code, before commencing any work to abandon any well, the owner or operator shall request approval from the California Geologic Energy Management Division (CalGEM), formerly the Division of Oil, Gas, and Geothermal Resources (DOGGR), via a written notice of intention to abandon the well.

California Fire Code (CFC). The 2019 CFC, written by the California Building Standards Commission, is based on the 2018 International Fire Code. The International Fire Code (IFC) is a model code that regulates minimum fire safety requirements for new and existing buildings, facilities, storage and processes. The IFC addresses fire prevention, fire protection, life safety, and safe storage and use of hazardous materials in new and existing buildings, facilities, and processes.

The CFC, Chapter 9 of Title 24 of the California Code of Regulations (CCR), was created by the California Building Standards Commission based on the International Fire code and is updated every three years. The overall purpose of the CFC is to establish the minimum requirements to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. Chapter 49 of the CFC contains minimum standards for development in the wildland–urban interface and fire hazard areas. The CFC also provides regulations and guidance for local agencies in the development and enforcement of fire safety standards.

Uniform Fire Code. The Uniform Fire Code, Article 80 (Section 80.103 of the Uniform Fire Code as adopted by the State Fire Marshal pursuant to Health and Safety Code Section 13143.9), includes specific requirements for the safe storage and handling of hazardous materials. These requirements are intended to reduce the potential for a release of hazardous materials and for mixing of incompatible chemicals, and specify the following specific design features to reduce the potential for a release of hazardous materials that could affect public health or the environment:

- Separation of incompatible materials with a noncombustible partition;
- Spill control in all storage, handling, and dispensing areas; and
- Separate secondary containment for each chemical storage system. The secondary containment must hold the entire contents of the tank, plus the volume of water needed to supply the fire suppression system for a period of 20 minutes in the event of catastrophic spill.

California Governor's Office of Emergency Services (Cal OES). In 2009, the State of California passed legislation creating the Cal OES and authorized it to prepare a Standard Emergency Management System (SEMS) program (Title 19 CCR Section 2401 *et seq.*), which sets forth measures by which a jurisdiction should handle emergency disasters. In California, SEMS provides the mechanism by which local governments request assistance. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. Cal OES coordinates the state's preparation for, prevention of, and response to major disasters, such as fires, floods, earthquakes and terrorist attacks. During an emergency, Cal OES serves as the lead state agency for emergency management in the state. It also serves as the lead agency for mobilizing the state's resources and obtaining federal resources. Cal OES coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with the local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system (see discussion of Mutual Aid Agreements, below). California Emergency Management Agency (Cal-EMA) maintains oversight of the state's mutual aid system.

Emergency Managed Mutual Aid (EMMA) System. Cal OES developed the EMMA System in response to the 1994 Northridge Earthquake. The EMMA System coordinates emergency response and recovery efforts along the coastal, inland, and southern regions of California. The purpose of EMMA is to provide emergency management personnel and technical specialists to afflicted jurisdictions in support of disaster operations during emergency events. Objectives of the EMMA Plan is to provide a system to coordinate and mobilize assigned personnel, formal requests, assignment, training and demobilization of assigned personnel; establish structure to maintain the EMMA Plan and its procedures; provide the coordination of training for EMMA resources, including SEMS training, coursework, exercises, and disaster response procedures; and to promote professionalism in emergency management and response. The EMMA Plan was updated in November 2012 and supersedes the 1997 EMMA Plan and November 2001 EMMA Guidance.

California Code of Regulations, Division 4.5, Title 22. California Health and Safety Code and Title 22 regulates processes that produce hazardous waste. The Regulation requires an ID number, regulates accumulation of onsite hazardous materials, shipping and transport, emergency procedures, and worker training.

California Health and Safety Code, Title 22, Chapter 20 Hazardous Waste Permit Program. Title 22, Chapter 20 Hazardous Waste Permit Program, establishes provisions for the issuance and administration of hazardous waste permits pursuant to the Health and Safety Code. Regulations cover basic permitting requirements, such as application requirements, standard permit conditions, and monitoring and reporting

requirements. Hazardous Waste Permits are required for the transfer, treatment, storage, and disposal of any waste which is hazardous waste pursuant to section 66261.3. Owners and operators of certain facilities require hazardous waste facility permits as well as permits under other programs for certain aspects of the facility operation.

California Code of Regulations Title 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b). California Code of Regulations Title 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b) pertains to water quality aspects of waste discharge to land. The regulation establishes waste and site classifications and waste management requirements for waste treatment, storage, or disposal in landfills, surface impoundments, waste piles, and land treatment facilities. Requirements are minimum standards for proper management of each waste category, which allow regional water boards to impose more stringent requirements to accommodate regional and site-specific conditions. In addition, the requirements of California Code of Regulations Title 23, Chapter 15 applies to cleanup and abatement actions for unregulated discharges to land of hazardous waste (e.g., spills).

California Constitution Article XIII Section 35. Section 35 of Article III of the California Constitution at subdivision (a)(2) provides: "The protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50 percent sales tax to be used exclusively for local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 provides that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection, as well as other public safety services. In *City of Hayward v. Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that, Section 35 of Article XIII of the California Constitution requires local agencies to provide fire services and that it is reasonable to conclude that a lead agency will comply with that provision and ensure that public services are provided. (See *City of Hayward v. Trustee of California State University* (2015) 242 Cal. App. 4th 833, 847, stating "the city has a constitutional obligation to provide adequate fire protection services".)

Title 8 California Code of Regulations (CCR) Sections 1270 and 6773. In accordance with CCR, Title 8 Sections 1270 "Fire Prevention" and 6773 "Fire Protection and Fire Equipment," the California Occupational Safety and Health Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hosing sizing requirements, restrictions on the use of

compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

California Health and Safety Code Section 13100-13135. California Health Safety Code Section 13100-13135 codifies regulations known as the "Regulations of the State Fire Marshal" and constitutes the Basic Building Design and Construction Standards of the State Fire Marshall. The regulations establish minimum standards for the preservation and protection of life and property against fire, explosion, and panic through requirements for fire protection and notification systems, fire protection devices, and fire suppression training.

California Geologic Energy Management Division (CalGEM). This state agency has jurisdiction over the existing oil, natural gas, and geothermal wells within the state. The agency also provides oversight for oil, natural gas, and geothermal industries. CalGEM oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal wells in order to protect the environment, prevent pollution, and ensure public safety. All California oil and gas wells are permitted, drilled, operated, maintained, plugged and abandoned under requirements and procedures administered by CalGEM. CalGEM also coordinates with local hazard and fire department agencies, such as the LAFD, in overseeing and regulating active and plugged wells through well inspections and permitting.

Regional

South Coast Air Quality Management District Rule 1403. SCAQMD Rule 1403, Asbestos Emissions from Renovation/Demolition Activities, regulates asbestos as a toxic material and controls the emissions of asbestos from demolition and renovation activities by specifying agency notifications, appropriate removal procedures, and handling and clean up procedures. Rule 1403 applies to owners and operators involved in the demolition or renovation of structures with ACMs, asbestos storage facilities, and waste disposal sites.

South Coast Air Quality Management District (SCAQMD) Rule 1166. SCAQMD Rule 1166, Volatile Organic Compound Emissions from Decontamination of Soil, requires that an approved mitigation plan be obtained from SCAQMD prior to commencing excavation of a UST; excavation of piping which has stored volatile organic compounds (VOCs); excavation or grading of soil containing VOC material including gasoline, diesel, crude oil, lubricant, waste oil, adhesive, paint, stain, solvent, resin, monomer, and/or any other material containing VOCs; the handling or storage of VOC-contaminated soil at or from an excavation or grading site; or the treatment of VOC-contaminated soil at a facility.

Certified Unified Program Agency (CUPA). The primary local agency with responsibility for implementing federal and state laws and regulations pertaining to hazardous materials management is the

Los Angeles County Health Department, Environmental Health Division. The Los Angeles County Health Department is the Certified Unified Program Agency (CUPA) for the County of Los Angeles. A CUPA is a local agency that has been certified by CalEPA to implement the six state environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention (CalARP)
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks (USTs)
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures [SPCC] requirements)
- Uniform Fire Code (UFC) Article 80 Hazardous Material Management Program (HMMP) and Hazardous Material Identification System (HMIS)

As the CUPA for County of Los Angeles, the Los Angeles County Health Department Environmental Health Division maintains the records regarding location and status of hazardous materials sites in the county and administers programs that regulate and enforce the transport, use, storage, manufacturing, and remediation of hazardous materials. By designating a CUPA, Los Angeles County has accurate and adequate information to plan for emergencies and/or disasters and to plan for public and firefighter safety.

A Participating Agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. The Los Angeles County Health Department, Environmental Health Division has designated the Los Angeles Fire Department (LAFD) as a Participating Agency. The LAFD monitors the storage of hazardous materials in the City for compliance with local requirements. Specifically, businesses and facilities that store more than threshold quantities of hazardous materials as defined in California Health and Safety Code Chapter 6.95 are required to file an Accidental Risk Prevention Program with LAFD. This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory, and hazardous materials handling and storage locations. LAFD also has the authority to administer and enforce federal and state laws and local ordinances for USTs. Plans for the construction/installation, modification, upgrade, and removal of USTs are reviewed by LAFD inspectors.

Waste Discharge Requirements. Effective on December 28, 2012, the Los Angeles RWQCB adopted Order No. R4-2012-0175, NPDES Permit No. CAS004001, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges into the Coastal Watersheds of Los Angeles County. The permit establishes new performance criteria for new development and redevelopment projects in the coastal watersheds of Los Angeles County (with the exception of the city of Long Beach). Storm water and non-

storm water discharges consist of surface runoff generated from various land uses, which are conveyed via the municipal separate storm sewer system and ultimately discharged into surface waters throughout the region ("storm water" discharges are those that originate from precipitation events, while "non-storm water" discharges are all those that are transmitted through an MS4 Storm Water Permit and originate from precipitation events). Discharges of stormwater and non-storm water from the MS4s, or storm drain systems, in the Coastal Watersheds of Los Angeles County convey pollutants to surface waters throughout the Los Angeles Region. Non-storm water discharges through an MS4 in the Los Angeles Region are prohibited unless authorized under an individual or general NPDES permit; these discharges are regulated by the Los Angeles County NPDES Permit, issued pursuant to CWA Section 402. Coverage under a general NPDES permit such as the Los Angeles County permit can be achieved through development and implementation of a project specific SWPPP.[21]

Los Angeles County Operational Area Emergency Response Plan (ERP). The County of Los Angeles developed the ERP to ensure the most effective allocation of resources for the maximum benefit and protection of the public in time of emergency. The ERP does not address normal day-to-day emergencies, or the well-established and routine procedures used in coping with them. Instead, the operational concepts reflected in this plan focus on potential large-scale disasters like extraordinary emergency situations associated with natural and man-made disasters and technological incidents which can generate unique situations requiring an unusual or extraordinary emergency response. The purpose of the plan is to incorporate and coordinate all facilities and personnel of the County government, along with the jurisdictional resources of the cities and special districts within the County, into an efficient Operational Area organization capable of responding to any emergency using a Standard Emergency Management System, mutual aid and other appropriate response procedures. The goal of the plan is to take effective life-safety measures and reduce property loss, provide for the rapid resumption of impacted businesses and community services, and provide accurate documentation and records required for cost-recovery.

Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan (ALUC). In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the ALUC and for coordinating the airport planning of public agencies within the county. ALUC coordinates planning for the areas surrounding public use airports. The Los Angeles County Airport Land Use Plan (dually titled Comprehensive Land Use Plan) provides for the orderly expansion of Los Angeles County's public use airports and the area surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating this plan,

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21 California Regional Water Quality Control Board, Los Angeles Region, *Order No. R47-2012-0175 NPDES Permit No. CAS004001*, available online at: https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/municipal/la_ms4/2012/Order%20R4-2012-0175%20-%20A%20Final%20Order%20revised.pdf, accessed September 16, 2022.

the Los Angeles County ALUC has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

Local

City of Los Angeles Hazard Mitigation Plan. The City of Los Angeles has completed the 2017 Hazard Mitigation Plan (HMP) to lessen the vulnerability to disasters and demonstrate the City's commitment to reducing risks from natural hazards. An HMP serves as a guide for decision makers as they commit City resources to minimize the effects of natural hazards. The HMP is intended to integrate with existing planning mechanisms such as building and zoning regulations, long-range planning mechanisms, and environmental planning. The planning process includes conducting a thorough hazard vulnerability analysis, creating community disaster mitigation priorities, and developing subsequent mitigation strategies and projects.

Los Angeles Fire Code. At the local level, the LAFD monitors the storage of hazardous materials for compliance with local requirements. Specifically, businesses and facilities that store more than threshold quantities of hazardous materials as defined in Chapter 6.95 of the California Health and Safety Code are required to file an Accidental Risk Prevention Program with the LAFD.[22] This program includes information such as emergency contacts, phone numbers, facility information, chemical inventory, and hazardous materials handling and storage locations. The LAFD also issues permits for hazardous materials handling and enforces California's Hazardous Materials Release Response Plans and Inventory Law (HSC sec. 25500 et seq.). Basic requirements of California's Hazardous Materials Release Response Plans and Inventory Law include the development of detailed hazardous materials inventories used and stored on-site, a program of employee training for hazardous materials release response, identification of emergency contacts and response procedures, and reporting of releases of hazardous materials. Any facility that meets the minimum reporting thresholds (i.e., a mixture containing a hazardous material that has a quantity at any one time during the reporting year that is equal to, or greater than, 55 gallons for materials that are liquids, 500 pounds for solids, or 200 cubic feet for compressed gas) must comply with the reporting requirements and file a Business Emergency Plan (BEP) with the local administering agency.[23]

The LAFD also administers the Fire Life Safety Plan Check and Fire Life Safety Inspections interpreting and enforcing applicable standards of the Fire Code, Title 19, Uniform Building Code, City, and National

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22 The CalARP program encompasses both the federal "Risk Management Program," established in the Code of Federal Regulations, Title 40, Part 68, and the State of California program, in accordance with the Title 19 of the California Code of Regulations, Division 2, Chapter 4.5.

23 California Health & Safety Code, Division 20, Chapter 6.95, Article 1; California Code of Regulations, Title 19, Sections 2620-2732; California Code of Regulations, Title 24, Part 9, Section 80.115; Los Angeles Municipal Code, Article 7 of Chapter V, Section 57.120.1, and 57.120.1.4

codes concerning new construction and remodeling. As part of the Fire Life Safety Plan Check and Fire Life Safety Inspections, businesses that store hazardous waste or hazardous materials in amounts exceeding the thresholds noted above are subject to review.

Section 91.7109.2 of the LAMC requires LAFD notification when an abandoned oil well is encountered during construction activities and requires that any abandoned oil well not in compliance with existing regulations be re-abandoned in accordance with applicable rules and regulations of the California Division of Oil, Gas, and Geothermal Resources (DOGGR).

City of Los Angeles General Plan Safety and Conservation Elements. The Safety Element provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster, and initial recovery from a natural disaster. The Safety Element addresses hazardous materials relative to potential natural hazards.

The intent of the Conservation Element of the General Plan is the conservation and preservation of natural resources. Policies of the Conservation Element address the conservation of petroleum resources (i.e., oil and gas) and appropriate, environmentally sensitive extraction of petroleum deposits to protect the petroleum resources for the use of future generations and to reduce the City's dependency on imported petroleum and petroleum products.

Policies from the Safety and Conservation Elements related to Hazards and Hazardous Materials are listed below in **Table 4.8-3, Relevant General Plan Hazardous Materials Goals, Objectives, and Policies**.

Table 4.8-3
Relevant General Plan Hazardous Materials Goals, Objectives, and Policies

Safety Element-Hazard Mitigation	
Goal 1	A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to hazards is minimized.
Objective 1.1	Implement comprehensive hazard mitigation plans and programs that are integrated with each other and with the City's comprehensive emergency response and recovery plans and programs.
Policy 1.1.1	**Coordination.** Coordinate information gathering, program formulation and program implementation between City agencies, other jurisdictions and appropriate public and private entities to achieve the maximum mutual benefit.
Policy 1.1.2	**Disruption Reduction.** Reduce potential disruption due to disaster, with an emphasis on critical facilities, governmental functions, infrastructure and information resources.
Policy 1.1.3	**Facility/Systems Location and Maintenance.** Locate new critical facilities and infrastructure outside of hazard areas, especially VHFHSZs, when feasible. If no feasible alternative site exists, ensure that these facilities incorporate all necessary protections to allow them to continue to serve essential community needs during and after disaster events. Provide redundancy (back-up) systems and strategies for continuation of adequate critical infrastructure systems and services so as to assure adequate circulation, communications, power, transportation, water and other services

Safety Element-Hazard Mitigation	
	for emergency response in the event of disaster related systems disruptions and the growing climate emergency.
Policy 1.1.4	**Health/Environmental Protection.** Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation.
Policy 1.1.5	**Risk Reduction.** Reduce potential risk hazards due to disaster with a focus on protecting the most vulnerable people, places and systems.
Policy 1.1.7	**Building Community Capacity.** Build social cohesion and increase local resilience through community collaboration and education. Provide outreach and education on topics including: local hazards, disaster prevention and preparation and evacuation procedures with an emphasis on reaching vulnerable communities.
Policy 1.1.8	**Land Use.** Consider hazard information and available mitigations when making decisions about future land use. Maintain existing low density and open space designations in Very High Fire Hazard Severity Zones. Ensure mitigations are incorporated for new development in hazard areas such as VHFHSZs, landslide areas, flood zones and in other areas with limited adaptive capacity.
Objective 1.2	Confront the global climate emergency by setting measurable targets for carbon reduction that are consistent with the best available methods and data, center equity and environmental justice, secure fossil free jobs, and foster broader environmental sustainability and resiliency.
Goal 2	A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs.
Objective 2.1	Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City's comprehensive hazard mitigation and recovery plans and programs.
Policy 2.1.1	**Coordination.** Coordinate program formulation and implementation between City agencies, adjacent jurisdictions and appropriate private and public entities. Continue to participate in mutual aid agreements with surrounding jurisdictions to achieve the maximum mutual benefit for emergency response.
Policy 2.1.2	**Health and Environmental Protection.** Develop and implement procedures to protect the environment, sensitive species and public from potential health and safety hazards associated with disaster events, hazard mitigation and disaster recovery efforts.
Policy 2.1.3	**Information.** Develop and implement training programs and informational materials designed to assist property owners, tenants and the general public in understanding and mitigating disaster risks and regulations that may impact their homes and businesses, with an emphasis on reaching vulnerable communities.
Policy 2.1.4	**Interim Procedures.** Develop and implement pre-disaster plans for interim evacuation, sheltering and public aid for disaster victims displaced from homes and for disrupted businesses. Plan to utilize park space and other public facilities in emergency situations. Plans should include provisions to assist businesses which provide significant services to the public, plans for reestablishment of the financial viability of the City and assistance for residents to remain in the city.
Policy 2.1.5	**Response.** Develop, implement and continue to improve the City's ability to respond to emergency events. Participate in regularly scheduled disaster exercises to better prepare Police, Fire, Public Works and other City employees with disaster responsibilities.
Policy 2.1.6	**Standards/Fire.** Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression and safety. A. Enforce peak water supply requirements. B. Enforce minimum roadway widths and clearances for evacuation and fire suppression.

Safety Element-Hazard Mitigation	
	C. Maintain special fire-fighting units at the Port of Los Angeles, Los Angeles International Airport, and Van Nuys Municipal Airport capable of responding to special emergencies unique to the operations of those facilities. D. Coordinate with CALFIRE, local fire agencies, fire safe councils, private landowners, and other responsible agencies to identify the best method(s) of fuel modification to reduce the severity of future wildfires, including: Prescribed fire; Forest thinning; Grazing; Mechanical clearing; Hand clearing (piling, burning/chipping); Education; and Defensible space. E. Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.
Policy 2.1.7	**Building Community Capacity.** Develop and implement strategies for involving volunteers, community groups, and civic organizations in emergency response activities.
Safety Element-Disaster Recovery (Multi-Hazard)	
Goal 3	A city where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster.
Objective 3.1	Develop and implement comprehensive disaster recovery plans which are integrated with each other and with the City's comprehensive hazard mitigation and emergency response plans and programs.
Policy 3.1.1	**Coordination.** Coordinate between city departments, county and state agencies, local jurisdictions and with appropriate private and public entities prior to a disaster to plan and establish disaster recovery programs and procedures which will enable cooperative ventures, reduce potential conflicts, minimize duplication and maximize the available funds and resources to the greatest mutual benefit following a disaster.
Policy 3.1.2	**Health/Safety/Environment.** Develop and establish procedures for identification 58 Los and abatement of physical and health hazards which may result from a disaster. Provisions shall include measures for protecting workers, the public and the environment from contamination or other health and safety hazards associated with the hazard in addition to abatement, repair and reconstruction programs.
Policy 3.1.4	**Interim Services/Systems.** Develop and establish procedures prior to a disaster for immediate reestablishment and maintenance of damaged or interrupted critical infrastructure systems and services so as to provide communications, circulation, power, transportation, water and other necessities for movement of goods, provision of services and restoration of the economic and social life of the City and its environs pending permanent restoration of the damaged systems.
Policy 3.1.5	**Restoration**. Look to the future and rebuild based on the lessons of the past. Prior to a disaster, develop and establish procedures for securing assistance and expediting inspection and permitting activities to facilitate the rapid repair and rebuilding of those parts of the private and public sectors which were damaged or disrupted as a result of the disaster with an added consideration of future safety. Develop and establish procedures to enhance the resilience of buildings and infrastructure that are rebuilt following a disaster. Develop tools to ensure that vulnerable residents and business owners are included in community rebuilding efforts.
Conservation Element-Resource Management (Fossil Library) - Petroleum (Oil And Gas)	
Policy 1	Continue to encourage energy conservation and petroleum product reuse.
Policy 3	Continue to protect neighborhoods from potential accidents and subsidence associated with drilling, extraction and transport operations, consistent with California Department of Conservation, Division of Oil and Gas requirements.

Source: City of Los Angeles Conservation Element, 2001, and Safety Element 2021.

Los Angeles Municipal Code

One of the primary purposes of zoning is to segregate uses that are thought to be incompatible. With respect to hazards, the City uses zoning to separate businesses that use, store, transport, treat, or dispose of hazardous materials, or businesses that engage in potentially hazardous activities, such as manufacturing or refining, from residential areas and the general public.

The Methane Seepage Regulations, contained within the Los Angeles Municipal Code (LAMC) Chapter IX, Article 1, Division 71 (Sections 91.7101 through 91.7109), establish requirements for mitigation and other general building requirements to prevent potential environmental and harmful health effects that could be caused by the construction of buildings located in a defined Methane Hazard Zone within the City of Los Angeles. All new buildings and paved areas located in a Methane Zone or Methane Buffer Zone must comply with the requirements of LAMC Sections 91.7103 and 91.7104 and the Methane Mitigation Standards established by the Superintendent of Building. The Methane Mitigation Standards identify installation procedures, design parameters and test protocols for the methane gas mitigation system. As established under LAMC Section 91.106.4.1, the Los Angeles Department of Building and Safety (LADBS) has the authority to withhold permits on projects located within a Methane Zone or Methane Buffer Zone. Building permits may be issued upon submittal of detailed plans that show adequate protection against flammable gas incursion by providing the installation of suitable methane mitigation and monitoring systems.

Section 91.6105 of the LAMC prohibits the development of schools, hospitals, sanitarium or assembly occupancies, public utility fuel manufacturing plant, or public utility electrical generating, receiving or distribution plant to occur within 200 feet from the center of the oil well casing. Additionally, no building more than 400 square feet in size and 36 feet or higher in height is allowed to be erected within 50 feet from the center of an oil well casing.

Section 91.7109.2 of the LAMC requires LAFD notification when an abandoned oil well is encountered during construction activities and requires that any abandoned oil well not in compliance with existing regulations be re-abandoned in accordance with applicable rules and regulations of CalGEM.

4.8.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to hazards and hazardous materials if they would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

4.8. METHODOLOGY

This discussion of hazards and hazardous materials addresses impacts in and outside the Harbor LA CPAs that have the potential to be impacted by the Proposed Plans. The impact analysis was based on several factors, including the policies and land uses of the Proposed Plans, the degree to which land uses would change, and the thresholds of significance for hazards and hazardous materials. The analysis addresses the potential to encounter hazardous substances in soil and groundwater during future project construction as well as the potential for risk of upset from the use, handling, transport and/or disposal of hazardous materials with foreseeable operational activities. The evaluation was performed based on baseline conditions in the Harbor LA CPAs, information in environmental databases, applicable regulations and guidelines, and future development that may have the potential to introduce hazards. Relationships and proximities of potential future development to schools, airports, and fire hazard zones are also identified. The above significance criteria are used in this section as the basis for determining the significance of impacts related to hazards and hazardous materials.

It is reasonably assumed that development projects would comply with applicable regulatory requirements pertaining to hazardous materials during construction and operation. Individual businesses are subject to intensive regulatory review as part of the permit and approval process, as well as being subject to a myriad

of regulations regarding hazardous material use, storage, transportation, and disposal. In most cases, this regulatory review and regulatory compliance review ensures that adjacent populations are protected from unusual hazards from such uses. Further, redevelopment of potentially contaminated sites is subject to the federal, state, and local policies and guidelines discussed above.

4.8.5 IMPACTS

Threshold 4.8-1 Would implementation of the Proposed Plans create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

This impact is less than significant with mitigation for construction and less than significant for operation.

Construction Impacts

Implementation of the Proposed Plans would facilitate new development throughout the Harbor LA CPAs including redevelopment of sites currently or historically used for industrial uses that may have used hazardous materials in their operations. Because of the unknowns regarding existing soil or other contaminants in the areas currently or historically zoned as industrial in the Harbor LA CPAs, there is the possibility that future development may uncover previously undiscovered contaminated soil.

Limited amounts of some hazardous materials could be transported, stored, used, and disposed of in the short-term construction phase of the future projects, including standard construction materials (e.g., paints and solvents), vehicle fuel, and other hazardous materials. However, potential releases would be limited due to the short-term nature of construction activities associated with future projects. In additions, if release of hazardous material does occur, future project applicants would be required to notify with the applicable following State agencies under the following State statutes, respectively:

- Department of the California Highway Patrol: California Vehicle Code Section 23112.5;
- Office of Emergency Services and the California Public Utilities Commission: Public Utilities Code Section 7673, (PUC General Orders #22-B, 161);
- State Fire Marshal: Government Code Sections 51018 Office Emergency Services: Water Codes Sections 13271, 13272; and
- Division of Occupational Safety and Health (Cal/OSHA): California Labor Code Section 6409.1 (b)10.

If any unidentified sources of contamination are encountered during grading or excavation, transport or use of contaminated soils offsite could pose health and safety risks from exposure to hazardous materials

or vapors unless the contaminants are identified and handled, transported and disposed of pursuant to all state and federal laws.

While compliance with dust control regulations (SCAQMD Rule 403) would reduce fugitive dust emissions during construction until sites are cleared of potential contamination, there is the risk that contaminated soils could be disturbed and handled, transported, or used in violation of regulations and in a manner that could expose neighbors to the contaminated site or elsewhere to hazardous materials. As stated above, because there is not a specific legal requirement for a Phase I ESA for all excavation or construction, there is the potential for soil or groundwater contamination to go undetected. Thus, future grading and construction would have the potential to result in exposure of construction workers and occupants of neighboring properties and others to releases of hazardous materials through the improper handling of contaminated soils or the transport or use of the contaminated soils off-site.

The Proposed Plans would redesignate certain existing industrial uses within the Harbor LA CPAs to hybrid industrial, which allows for traditionally non-industrial uses (i.e., commercial uses) to be developed. As a result, grading and construction activities for development projects could occur in areas with unknown hazardous materials, and would have the potential to result in exposure of construction workers and occupants of neighboring properties and others to releases of hazardous materials through the improper handling of contaminated soils or the transport or use of the contaminated soils off-site.

While all demolition and construction within the Harbor LA CPAs would be required to comply with all local, state, and federal regulations, further mitigation may be required to reduce risks from unknown toxic substances existing on sites. Such sites would have the potential to create a significant hazard to the public or the environment through transport of soils offsite and/or through disposal unless an environmental site assessment is conducted to determine potential risks; in general, once contamination is identified regulatory compliance will address potential hazards. Therefore, construction-related activities related to the use, transport, and disposal of hazardous materials under the Proposed Plans would be a ***potentially significant impact***.

Operations Impacts

The types of hazardous materials that could be present during operation of commercial, residential, and industrial uses of the Proposed Plans include maintenance products (e.g., paints and solvents); oils, lubricants and refrigerants associated with building, mechanical, and HVAC systems; and grounds and landscape maintenance products formulated with hazardous substances, including fuels, cleaners and degreasers, solvents, paints, lubricants, adhesives, sealers, pesticides/herbicides, and industrial related chemicals.

The precise potential future increase in the amount of hazardous materials that could be used in the Harbor LA CPAs cannot be predicted as specific development projects are not reasonably foreseeable. Future development under the Proposed Plans involving residential, commercial, industrial, public facilities, and open space would include the use of and storage of common hazardous materials such as paints, solvents, and cleaning products. Additionally, building mechanical systems, and grounds and landscape maintenance could also use a variety of products formulated with hazardous materials, including fuels, cleaners, lubricants, adhesives, sealers, and pesticides/herbicides. The extent and exposure of individuals to hazardous materials would be limited by the relatively small quantities of these materials that would be stored and used on individual project sites throughout the Harbor LA CPAs. Although common maintenance products and chemicals would also be used in new development projects, these hazardous materials would not pose any greater risk compared to other similar development or to existing conditions. Compliance with warning labels and storage recommendations from the individual manufacturers would ensure people in the Harbor LA CPAs would not be exposed to unusual or significant risks from hazardous materials.

The Proposed Plans would maintain existing areas of Light Industrial and Industrial uses throughout the Harbor Gateway CPA and within the eastern and southeastern portions of the Wilmington-Harbor City CPA. Industrial areas closest to residential neighborhoods are targeted for changes to make them more compatible with residential areas, such as the addition of a Hybrid Industrial land use designation. Hybrid Industrial uses are intended to allow for industrial, commercial, and integrated spaces while carefully introducing live-work and residential spaces, where appropriate. While the Proposed Plans would accommodate new or additional residential uses in proximity to industrial uses, existing and future uses would be required to comply with existing safety standards related to the handling, use and storage of hazardous materials, and applicable federal, State and local laws and regulations. Moreover, the placement of residences near industrial activity would not increase the use of hazardous materials. It would not be expected to increase, change, or exacerbate any risk currently existing from industrial uses that would impact the existing residents and businesses or future residents or businesses from development of the Proposed Plans.

Furthermore, any new businesses allowed by the Proposed Plans in the industrial designated land that use, store, or transport large quantities of hazardous materials are required to comply with health and safety, and environmental protection laws and regulations previously described. California Health and Safety Code Chapter 6.95, "Hazardous Materials Release Response Plans and Inventory," requires businesses that handle more than a specified amount of hazardous materials on-site to submit a Hazardous Materials Business Plan. The hazardous materials plan includes an inventory of hazardous materials used or stored on-site, and procedures to be used in the event of a significant or threatening significant release of a

hazardous material. The hazardous materials plan must include a Material Safety Data Sheet (MSDS) for each hazardous material used or stored on-site. To accomplish this, and to otherwise provide a safe and healthy environment, businesses that use hazardous materials must implement health and safety policies and procedures. Such businesses are required to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on site.

In addition, various federal, state, and local regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos, lead, and other hazardous materials have been adopted for demolition activities and would apply to all new development. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA and SCAQMD standards. Compliance with existing regulations would ensure that schools and the general public would not be exposed to any unusual or excessive risks related to hazardous materials during construction and operational activities.

Land use changes under the Proposed Plans would add a hybrid industrial designation which could increase sites that allow for the handling and transport of hazardous materials during operations. Future development within the Harbor LA CPAs would be required to complete all applicable environmental review process for future discretionary development, and to conform with environmental regulations related to new construction and hazardous materials storage, use and transport. Existing hazardous materials regulations would minimize the potential for the public to be exposed to adverse health or safety effects associated with the release of hazardous materials into the environment. To ensure that workers and others at individual development sites in the Harbor LA CPAs are not exposed to unacceptable levels of risk associated with the use and handling of hazardous materials employers and businesses that handle large quantities of hazardous materials are required to implement existing hazardous materials regulations, with compliance monitored by the state (e.g., OSHA in the workplace or DTSC for hazardous waste) and the City. Compliance with applicable local, state, and federal regulations would ensure that operational impacts related to the use, transport, and disposal of hazardous materials under the Proposed Plans would be ***less than significant***.

Mitigation Measures

MM HAZ-1 Any project that requires a grading, excavation, or building permit from LADBS and which is:

- Located on or within 500 feet of a Hazardous Materials site listed in any of the following databases:

- State Water Resources Control Board GeoTracker. Refer to: https://geotracker.waterboards.ca.gov;
- DTSC EnviroStor. Refer to https://www.envirostor.dtsc.ca.gov/public);
- DTSC Hazardous Waste Tracking System. Refer to https://hwts.dtsc.ca.gov);
- LAFD Certified Unified Program Agency (refer to the active, inactive, and historical inventory lists at: https://www.lafd.org/fire-prevention/cupa/public-records;
- Los Angeles County Fire Department Health Hazardous Materials Division (refer to the active and inactive facilities, site mitigation, and California Accidental Release Prevention inventory lists at https://fire.lacounty.gov/public-records-requests);
- SCAQMD Facility Information Detail (refer to https://xappprod.aqmd.gov/find); or
    - Located on or within 500 feet of a Hazardous Materials site designated as a Resource Conservation and Recovery Act (RCRA) Small Quantity Generator or Large Quantity Generator. Refer to the U.S. EPA Envirofacts database at
        - https://enviro.epa.gov/index.html; or
    - Located in an Oil Drilling District (O) or located on or within 50 feet of a property identified as having an oil well or an oil field (active or inactive) by the California Geologic Energy Management Division. Refer to:
        - https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx; or
    - Located on land currently or previously designated with an industrial use class or industrial zoning, in whole or in part; or
    - Located on land currently or previously used for a gas station or dry cleaning facility.

Or:

- The Applicant or Owner are aware or have reason to be aware that the project site was previously used for an industrial use, gas station, or dry cleaner.

And:

- The site has not been previously remediated to the satisfaction of the relevant regulatory agency/agencies for any contamination associated with the above uses or site conditions.

Then a Phase I Environmental Site Assessment shall be prepared by a Qualified Environmental Professional in accordance with State standards/guidelines and current professional standards, including the American Society for Testing and Materials' (ASTM) Standard Practice for Environmental Site Assessments, to evaluate whether the site, or the surrounding area, is contaminated with hazardous substances from any past or current land uses, including contamination related to the storage, transport, generation, or disposal of toxic or Hazardous Waste or materials.

If the Phase I identifies a Recognized Environmental Condition (REC) and/or if recommended in the Phase I, a Phase II Environmental Site Assessment shall also be prepared by a Qualified Environmental Professional. The Phase I and/or Phase II Environmental Site Assessment(s) shall be maintained pursuant to appropriate proof of compliance for a minimum of five years after the Certificate of Occupancy is issued and made available for review and inclusion in the case file by the appropriate regulatory agency, such as the State Water Resources Control Board, the State Department of Toxic Substances Control, or the LAFD Hazard Mitigation Program. Any remediation plan recommended in the Phase II Environmental Site Assessment or by the appropriate regulatory agency shall be implemented and, if required, a No Further Action letter shall be issued by the appropriate regulatory agency prior to issuance of any permit from LADBS, unless the regulating agency determines that remedial action can be implemented in conjunction with excavation and/or grading. If oversight or approval by a regulatory agency is not required, the Qualified Environmental Professional shall provide written verification of compliance with and completion of the remediation plan, such that the site meets the applicable standards for the proposed use, which shall be maintained pursuant to appropriate proof of compliance requirements.

MM HAZ-2 Any project that requires a grading, excavation, or building permit from LADBS and which suspected Hazardous Materials, contamination, debris, or other features or materials that could present a threat to human health or the environment are discovered during earthwork or construction, such activities shall cease immediately until the affected area is evaluated by a Qualified Environmental Professional. If the Qualified Environmental

Professional determines that a hazard exists, a remediation plan shall be developed by the Qualified Environmental Professional in consultation with the appropriate regulatory agency, and the remediation identified shall be completed. Work shall not resume in the affected area until appropriate actions have been implemented in accordance with the remediation plan, to the satisfaction of the regulatory agency.

A report that describes the Hazardous Materials, contamination or debris and its disposition, shall be prepared by the Qualified Environmental Professional, according to current professional standards and maintained pursuant to appropriate proof of compliance requirements.

Significance After Mitigation

As discussed in the Regulatory Setting, contamination of soils with hazardous materials is heavily regulated by multiple statutes and agencies. Compliance with applicable laws will ensure less than significant impacts. Mitigation measures are provided to ensure that applicants are put on notice of the need to determine if there is contamination on site and avoid impacts that may result from lack of detection. The above measures provide for processes to ensure that any development under the Proposed Plans during construction would not create a significant hazard to the public or environment. Thus, this impact would be ***less than significant with mitigation incorporated***.

Threshold 4.8-2 **Would implementation of the Proposed Plans create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

This impact is less than significant with mitigation for contaminated sites and is less than significant for all other impacts.

As previously discussed in **Threshold 4.8-1**, all future development projects in the Harbor LA CPAs would be required to comply with environmental regulations related to demolition and new construction and hazardous materials storage, use, and transport.

Impacts associated with implementation of the Proposed Plans relate to possible temporary exposure to asbestos, lead, PCBs and other contaminants during demolition of older buildings, temporary and long-term exposure to methane, and hazards from oil wells. Potential impacts from upset and accidents

involving the handling, use, storage, transportation of hazardous materials, including from contaminated soils disturbed during construction activities, are discussed in **Threshold 4.8-1**.

Asbestos/Lead/PCB Exposure. Demolition and/or renovation activities in the Harbor LA CPAs would potentially encounter asbestos containing materials (ACMs), lead-based paint (LBP), and/or polychlorinated biphenyls (PCBs), depending on the age of the structures to be renovated or demolished. ACMs and LBP were widely used in structures built between 1945 and 1978. PCBs were widely used in structures built or renovated between 1950 and 1979. It is therefore reasonable to assume that these materials could be encountered during rehabilitation and demolition of structures built during this time period. Thus, site workers and neighboring properties could potentially be exposed to ACMs, LBP, or PCBs if these materials are not removed and properly disposed of prior to renovation or demolition.

With respect to ACMs, SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) requires the owner or operator of any demolition or renovation activity to complete a facility survey for the presence of asbestos prior to any demolition or renovation activity. The survey must include the inspection, identification, and quantification of all friable, and Class I and Class II non-friable ACMs. In instances where friable ACMs are identified and could be disturbed by demolition or renovation activities, Rule 1403 also includes specific notification, removal, and disposal procedures for the ACMs. The individual conducting all work must be certified by Cal/OSHA. Compliance with Rule 1403 requirements would reduce the potential for impacts related to ACMs to a less than significant level.

Similarly, there are numerous regulations related to the handling of LBPs and PCBs in federal and state regulations (see e.g., Title 40 of the CFR and Title 22 of the CCR). Consequently, the impact related to the release of LBP or PCBs from individual construction projects that could be undertaken under the Proposed Plans would be ***less than significant***.

Methane Zones or Methane Buffer Zones are generally located in the northern portion of the Harbor Gateway CPA and northern to eastern portion of the Wilmington-Harbor City CPA.[24] The northern portion of the Harbor Gateway CPA consists of light industrial and residential uses, and the northern to eastern portions of the Wilmington-Harbor City CPA consist of residential to heavy industrial uses. Methane gas is produced by anaerobic decay of organic matter deep under the Earth's surface and is the major component of natural gas. In common usage, deposits rich in natural gas (i.e., methane) are called natural gas fields. At room temperature and standard pressure, methane is a colorless, odorless gas.

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24 Los Angeles Department of Public Works, *Methane and Methane Buffer Zones*, 2004, available online at: https://www.geoforward.com/wp-content/uploads/Methane-Zone-Map-Los-Angeles-by-Geo-Forward-Inc.-1.pdf, accessed October 26, 2022.

Methane poses a hazard to humans because it is highly flammable and may form explosive mixtures with air. Methane is also an asphyxiant and may displace oxygen in an enclosed space; however, the concentrations at which flammable or explosive mixtures form are much lower than the concentrations at which asphyxiation risk is significant. Thus, explosion due to the accumulation of methane in an enclosed area is the primary concern posed by methane. LAMC Section 91.7101 et seq. requires new buildings in a Methane or Methane Buffer Zone to incorporate a menu of measures to control methane intrusion from geological sources. These menus include site testing for methane hazard, installation of a passive system for methane mitigation comprised of a de-watering system, sub-slab vent system, and impervious membrane that essentially facilitates release of methane in a manner where it can diffuse without harm; or installation of an active system comprised of a sub-slab system for mechanical extraction, a lowest occupied space system (includes a gas detection system, mechanical ventilation, and alarm system), and a control plan. Compliance with LAMC would ensure impacts related to methane would be ***less than significant***.

Existing Contaminated Sites. As previously discussed, **Figure 4.8-1** and **Figure 4.8-2** identify the locations of the hazardous material sites within the Harbor LA CPAs. Thus, as discussed under **Threshold 4.8-1**, construction activity that disturbs soil or groundwater could have the potential to result in the release of previously unidentified hazardous materials, which could adversely affect construction workers and/or neighboring properties. To address such possible concerns within a development site, it is common for a Phase I ESA to be conducted prior to excavation and construction activity. The purpose of the Phase I ESA is to identify RECs associated with soil and groundwater contamination. The scope of work for the Phase I ESA consists of four elements: records review, site reconnaissance, interviews, and report preparation. The Phase I ESA determines whether there are any known contaminated sites are located near the site or if current or historic uses of the site could have resulted in contamination of the soil or groundwater. Based on the results of the Phase I ESA, an additional Phase II subsurface investigation may be warranted to determine whether any identified RECs involve contamination exceeding regulatory action levels. If contamination exceeding action levels is identified, it would need to be remediated with regulatory oversight from an appropriate agency. Depending on the level and type of contamination, the oversight agency could be the City, the County of Los Angeles, the RWQCB, the DTSC, or the USEPA. Remedial actions would typically involve removal and proper disposal, capping, or treatment of contaminated soil or groundwater.

The process described above would normally identify and, as necessary, remediate soil or groundwater contamination. Remediation of contamination exceeding regulatory action levels would address potential impacts during ground disturbance and improve conditions in the long term. However, because there is not a specific legal requirement for a Phase I ESA for all excavation or construction, there is the potential for soil or groundwater contamination to go undetected. Thus, future grading and construction would have

the potential to result in exposure of construction workers and occupants of neighboring properties to releases of hazardous materials. This would be a ***potentially significant impact***.

Existing Oil Fields and Oil Wells. As previously discussed in **Figure 4.8-4**, **Oil and Gas Wells within the Harbor LA CPAs,** there are three State Designated Oil Fields, approximately 200 active oil wells and several inactive oils within the Harbor LA CPAs. As such, construction activity that disturbs soil or groundwater could have the potential to disturb active and inactive oil wells and could potentially result in the release of previously unidentified contamination, which could adversely affect construction workers and/or neighboring properties. The Proposed Plans would include several policies that aim to restrict potential exposure to oil wells. Policy EJ 10.2, of the Wilmington Harbor City Plan would require collaboration with CalGEM to identify priority well sites for abandonment and site remediation, particularly low-producing or idle/inactive wells. Policy EJ 11.2 of the proposed Harbor Gateway Plan would encourage the overall reduction of existing oil and gas wells within and adjacent to residential neighborhoods. Further, implementation of Policy LU-3.2 of the proposed Harbor Gateway Plan would ensure that existing oil well sites located in residential areas have well-maintained and landscaped front yard setbacks, enclosed by perimeter fencing. Future development projects would be required to indicate the presence of existing oil wells on-site as part of the project site plans to the LADBS. If an oil well is present on-site, the project applicant would be required to obtain a construction site well review (CSWR) letter from CalGEM to determine if there are wells on site, their location, and if they have been abandoned to current legal standards. If CalGEM identifies that a well has not been abandoned to current legal standards, LADBS will refer the matter to LAFD and require LAFD sign off prior to issuance of any permits to ensure health and safety is met and to ensure the applicable standards under the Fire Code is met. Future development projects would be required to adhere to Section 91.7109.2 of the LAMC, which requires project applicants to notify the LAFD in the event that an abandoned oil well is encountered during construction activities and requires that any abandoned oil well not in compliance with existing regulations be re-abandoned in accordance with applicable rules and regulations of CalGEM. Furthermore, future development resulting from the Proposed Plans would be required to comply with Section 91.6105 of the LAMC, which would prohibit the construction activities associated with future development of schools, hospitals, sanitarium or assembly occupancies, public utility fuel manufacturing plant, or certain public utilities to occur within 200 feet from the center of the oil well casing. Compliance with these existing state and local regulations would ensure that the implementation of the Harbor LA CPAs would not create a significant hazard to the public or environment due to the release of hazardous materials associated with oil and gas production wells. Thus, impacts related to oil well hazardous materials would be ***less than significant***.

Underground Storage Tanks (USTs). It is possible that old USTs that were in use prior to permitting and record-keeping requirements may be present in the Harbor LA CPAs. If an unidentified UST is uncovered

or disturbed during construction activities, it would be closed in place or removed pursuant to existing regulations. Potential risks, if any, posed by USTs would be minimized by managing the tank according to existing Los Angeles County standards as enforced and monitored by the Department of Environmental Health. If groundwater contamination is identified as a result of an existing UST, remediation activities would be required by LARWQCB prior to the commencement of any new construction activities. Therefore, impacts related to USTs would be ***less than significant***.

Mitigation Measures

Refer to **MM HAZ-1** and **MM HAZ-2.**

Significance after Mitigation

As discussed in the Regulatory Setting, contamination of soils with hazardous materials is heavily regulated by multiple statutes and agencies. Compliance with applicable laws is generally sufficient to ensure less than significant impacts. Mitigation measures **MM HAZ-1** and **MM HAZ-2** are required to ensure when previously contaminated sites are redeveloped, no risk would occur to the greater area. **MM HAZ-1** and **MM HAZ-2** provide processes to ensure that any development under the Proposed Plans would not create a significant hazard to the public or environment. Thus, this impact related to contaminated sites would be ***less than significant with mitigation***, impacts related to asbestos/lead/PCBs, hazards from oil wells and methane, and USTs would be ***less than significant***.

Threshold 4.8-3 **Would implementation of the Proposed Plans emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

This impact would be less than significant with mitigation.

A total of 25 LAUSD educational facilities are located within the Harbor LA CPAs, including 2 primary/early education centers, 16 elementary schools, 1 middle school, and 6 high schools. Several schools are located within 0.25 miles of sites that may contain hazardous materials or are themselves generators or storage facilities that utilize hazardous materials (see **Figure 4.8-3**).

Construction activities would involve the use of diesel-powered trucks and equipment, which result in diesel emissions that have the potential to be a health hazard. These impacts are discussed in **Section 4.2, Air Quality.** Future development in the Harbor LA CPAs will foreseeably comply with all applicable local,

state, and federal laws and regulations, as described in **Section 4.8.2, Regulatory Framework**, which would regulate, control, or respond to hazardous waste, transport, storage, disposal, and clean-up to ensure that hazardous materials do not pose a significant risk to nearby receptors. See **Threshold 4.8-1** related to potential impacts from the use, handling, storage or disposal of hazardous materials related to operations. Thus, impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school from operations under the Proposed Plans would be ***less than significant.***

As previously discussed, **Table 4.8-1** and **Table 4.8-2** identify the locations of hazardous material sites in the Harbor LA CPAs and impacts related to construction and contaminated sites that have the potential to result in significant impacts. As discussed in detail under **Threshold 4.8-2**, a process to identify and, as necessary, remediate soil and/or groundwater contamination exists and would normally address such hazards. However, because there is not a specific legal requirement for a Phase I ESA for all excavation or construction, there is the potential for soil or groundwater contamination to go undetected. This could result in the release of hazardous materials during excavation and grading of individual construction sites, including within 0.25 miles of a school. Impacts related to the release of hazardous emissions during construction activities within 0.25 miles of a school would be ***potentially significant***.

Mitigation Measures

Refer to **MM HAZ-1** and **MM HAZ-2.**

Significance after Mitigation

Implementation of **MM HAZ-1** and **HAZ-2** would reduce impacts to schools to a less than significant level by ensuring the identification and, as necessary, remediation of soil and/or groundwater contamination prior to excavation or grading on properties within 0.25 mile of schools. Impacts related to hazardous emissions within 0.25 miles of existing schools would be ***less than significant with mitigation***.

Threshold 4.8-4 **Would development under the Proposed Plans be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

This impact would be less than significant with mitigation.

Government Code section 65962.5 requires Cal EPA to develop an updated Cortese List. The DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List. The following resources were reviewed to provide hazardous material release information:

- California Department of Toxic Substances Control (DTSC) EnviroStor Database
- State Water Resources Control Board Geo Tracker Database
- U.S. EPA Superfund Enterprise Management Systems (SEMS) Database

As previously discussed, and as shown in **Table 4.8-1** and **Table 4.8-2**, the Harbor LA CPAs contains sites that have been identified on various regulatory databases as being contaminated from the release of hazardous substances in the soil or groundwater. Thus, construction activity on these sites that disturbs soil or groundwater could have the potential to result in the release of hazardous materials, which could adversely affect construction workers and/or neighboring properties and occupants. To address such possible concerns, it is common for a Phase I ESA to be conducted prior to excavation and construction activity. The purpose of the Phase I ESA is to identify RECs associated with soil and groundwater contamination. As discussed under **Threshold 4.8-2**, if contaminated sites are identified, remedial actions may include removal and proper disposal, capping, or treatment of contaminated soil or groundwater.

The process described above would normally identify and, as necessary, remediate soil or groundwater contamination. Remediation of contamination exceeding regulatory action levels would address potential impacts during ground disturbance and improve conditions in the long term. However, because there is not a specific legal requirement for a Phase I ESA for all excavation or construction, there is the potential for soil or groundwater contamination to go undetected. Further, as there are numerous known hazardous materials sites included on one or more of the databases listed above, and those sites could be redeveloped as part of the Proposed Plans, there is potential for a significant hazard to the public or the environment to occur. Thus, impacts with respect to future grading and construction would be ***potentially significant***.

Mitigation Measures

Refer to **MM HAZ-1** and **MM HAZ-2.**

Significance after Mitigation

Implementation of **MM HAZ-1** and **MM HAZ-2** would reduce potential impacts by ensuring the identification of properties listed on a hazardous materials sites compiled pursuant to Government Code Section 65962.5, and any contamination is adequately remediated to federal and state standards. Impacts related to hazardous emissions would be ***less than significant with mitigation***.

Threshold 4.8-5 **Would development under the Proposed Plans be within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the Project Area?**

This impact is less than significant.

Under the California Public Resources Code, Section 21096(b), noise and safety hazard-related impacts to airports from development projects located within a two-mile radius may also be considered under CEQA. As discussed above, the closest private airport to the Harbor LA CPAs is the Torrance Airport-Zamporini Field, located approximately 1.5 miles west of the Wilmington Harbor City CPA. The Torrance Airport-Zamporini Field Airport Committee does not have an adopted airport land use plan.[25] The closest public airport to the Harbor LA CPAs is the Compton-Woodley Airport, located approximately 1.7 miles east of the Harbor Gateway CPA. The Harbor LA CPAs are not located within the Planning Boundary and Airport Influence Area of the Compton-Woodley Airport.[26] Thus, no development under the Proposed Plans would occur within planning boundaries of nearby public or private airports. Therefore, implementation of the Proposed Plans would not result in a safety hazard nor would residents of the CPAs be exposed to safety hazards related to the operation of an airport, and airports would not face noise-or safety related hazards as a result of the implementation of the Proposed Plans. Impacts would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance after Mitigation

Less than significant.

25 City of Torrance, "Torrance Municipal Airport – Zamperini Field," available online at: https://www.torranceca.gov/government/city-departments/general-services/torrance-airport, accessed July 5, 2023.

26 Los Angeles County Airport Land Use Commission, *Los Angeles County Airport Land Use Plan*, available online at: https://case.planning.lacounty.gov/assets/upl/data/pd_alup.pdf, accessed July 18, 2023.

Threshold 4.8-6 Would implementation of the Proposed Plans impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

This impact is less than significant.

Construction and operational activities associated with future development in the Harbor LA CPAs could interfere with adopted emergency response or evacuation plans. For instance, temporary construction activities like construction barricades within rights-of-way could impede emergency access, or increased traffic during operation could result in additional traffic within roadways. However, the goals, objectives, and policies of the Safety Element of the Los Angeles City General Plan and the Los Angeles County Operational Area ERP provide guidance during unique situations requiring an unusual or extraordinary emergency response. Implementation of the ERP would coordinate all the facilities and personnel of County government with the jurisdictional resources of the cities and special districts within the County into an efficient Operational Area organization capable of responding to any emergency using a Standard Emergency Management System, mutual aid and other appropriate response procedures. The City's General Plan Safety Element Policies 1.1.1, 2.1.1, and 3.1.1 provide procedures for coordination among City agencies and other jurisdictions to provide mutual assistance in the event of an emergency or natural disaster and establishment of disaster recovery programs.[27]

The City's EOO implements the goals and policies of the Safety Element. The Safety Element outlines the scope of the EOO's on-going efforts to use experiences and new information to improve the City's hazard program. The EOO Master Plan and individual agency Emergency Response Plans set forth procedures for City personnel to follow in the event of an emergency situation stemming from natural disasters, technological incidents and nuclear defense operations, and other unforeseeable disasters or crises.

The City of Los Angeles Department of Transportation and LAFD would be responsible for ensuring that future development does not impair or physically interfere with an adopted emergency response or evacuation plan. As part of standard development procedures, plans would be submitted for review and approval to ensure all new development has adequate emergency access and escape routes (clearly marked and delineated) in compliance with existing City regulations. The Proposed Plans would not introduce any features that would preclude implementation of or alter these policies or procedures in any way, or impair implementation of, or physically interfere with the SEP or the ERP. Construction and operation activities within the Harbor LA CPAs with respect to emergency response or evacuation plans due to temporary

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27 City of Los Angeles, *General Plan Safety Element*, available online at: https://planning.lacity.org/odocument/bf51ae04-1c7b-4931-9a29-d46209998b89/Safety_Element.pdf, accessed September 16, 2022.

construction barricades or other obstructions that could impede emergency access would be subject to the City's permitting process. Compliance with existing regulations would ensure that implementation of the Proposed Plans would not impair or physically interfere with adopted emergency response plans or emergency evacuation plans. Therefore, impacts related to emergency response plans and emergency evacuation plans are ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.8-7 **Would implementation of the Proposed Plans expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

This impact is less than significant.

As discussed in **Section 4.8.1, Environmental Setting**, areas within a Fire Brush Clearance Zone and VHFHS Zone are at risk for wildfire due to a combination of weather conditions, topography, native vegetation, and seasonal Santa Ana winds. Impacts from wildfires may include loss or damage to structures and properties, impacts to health as a result of poor air quality, bodily injury or death, and secondary impacts such as mudslides or soil erosion due to the loss of natural plant material that prevents erosion. The only portion of the Harbor LA CPAs identified as a VHFHS Zone is Ken Malloy Regional Park.[28] There are no major planned renovations of the Ken Malloy Harbor Regional Park as part of the Proposed Plans. Chapter 5 of the Wilmington-Harbor City Plan includes Policy 3.3, which would protect and preserve the habitat of endangered species of animals and plants that reside in the Ken Malloy Harbor Regional Park. Any such actions taken to protect and preserve the habitat in accordance with the Wilmington-Harbor City Plan would not have a significant impact regarding protection of people or structures from wildland fires.

The Harbor LA CPAs are generally urbanized and the majority of the CPAs are not within a VHFHS Zone, and would not include a significant risk of loss, injury, or death from wildland fires. Furthermore,

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28 City of Los Angeles, "Navigate Los Angeles," available online at: https://navigatela.lacity.org/navigatela/, accessed September 16, 2022.

compliance with regulations required for properties identified as within VHFHS Zones, such as Ken Malloy Harbor Regional Park, would minimize fire risks during the high fire season through vegetation clearance; maintenance of landscape vegetation to minimize fuel supply that would spread the intensity of a fire; compliance with provisions for emergency vehicle access, use of approved building materials and design; and compliance with LAFD hazardous vegetation clearance requirements. These regulations would ensure that impacts related to wildland fires are ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.8.6 CUMULATIVE IMPACTS

The geographic context for the cumulative analysis of hazards and hazardous materials is Los Angeles County, based on the geographic area that could be affected by accidental release into the environment. The cumulative context for the hazards analysis includes future development within the City of Los Angeles, as well as the County of Los Angeles pursuant to applicable planning documents including the RTP/SCS and adjacent Community Plans.

Routine Transport, Use, or Disposal of Hazardous Materials. Impacts related to hazards and hazardous materials are generally site-specific and exposure to a hazard at one location generally does not increase hazards at another location. Therefore, although Citywide growth could potentially increase overall quantities of hazardous materials transported, used, and disposed in the City, these impacts would generally remain site specific. Further, as discussed under **Impact 4.8-1**, businesses that transport, use, or dispose of hazardous materials throughout the City would be subject to numerous federal, state, and local regulations, as discussed in the Regulatory Framework. All new development would be subject to hazardous materials regulations codified in Titles 8, 22, and 26 of the CCR, as well as Cal/OSHA, SCAQMD, and Cal/EPA regulations concerning the release, use, and transport of hazardous materials. Compliance with all federal, state, and local regulations during the construction and operation of new developments in the City would ensure that cumulative impacts from the routine transportation, use, disposal, or release of hazardous materials and impacts related to the handling of hazardous materials would be less than significant with implementation of **MM HAZ-1** and **MM HAZ-2.** Therefore, the Proposed Plans would not make a cumulatively considerable contribution related to routine transport, use, or disposal of hazardous materials. Impacts would be ***less than significant.***

Upset/Accidental Release of Hazardous Materials. Impacts related to upsets and accidents involving hazardous materials are also generally site-specific and an accident at one location generally does not increase hazards at another location. Cumulative development could occur on properties listed on hazardous materials sites or involve the demolition of existing structures, which may contain hazardous materials such as LBP and ACMs. Various regulations and guidelines pertaining to abatement of, and protection from, exposure to asbestos and lead have been adopted for demolition activities and would apply to all new development in the City and County. All demolition that could result in the release of lead and/or asbestos must be conducted according to Cal/OSHA standards. In addition, as discussed under **Threshold 4.8-2**, the Proposed Plans would not foreseeably result in new development that would be expected to increase the potential for accidents involving hazardous materials and businesses that transport or use hazardous materials throughout the City, including the Harbor LA CPAs. Furthermore, future developments would be subject to federal, state, and local regulations, as discussed in the Regulatory Framework, with applicable regulations and guidelines pertaining to abatement of, and protection from, exposure to ACMs, LBPs, and other hazardous materials to ensure that the general public would not be exposed to any unusual or excessive risks related to hazardous materials during construction and operational activities**. MM HAZ-1** requires a comprehensive search of databases of sites containing hazardous waste or hazardous materials, including on lists prepared pursuant to Government Code Section 65962.2, and that any contaminated sites be remediated as appropriate. Accidental release of hazardous materials is often localized and with implementation of **MM HAZ-1** and **MM HAZ-2,** the Proposed Plans would not make a cumulatively considerable contribution related to the accidental release of hazardous materials. Impacts would be ***less than significant.***

Hazardous Materials Near Schools. As discussed above, impacts related to hazards and hazardous materials are generally site-specific and exposure to a hazard at one location generally does not increase hazards at another location. Therefore, although Citywide growth could potentially increase the overall potential for hazardous material emissions or releases to affect schools, such impacts generally are not cumulative in nature. In addition, as discussed under **Threshold 4.8-3**, the Proposed Plans would not accommodate new development that would increase the use, storage, or transport of large quantities hazardous materials near schools and businesses that transport, use, or dispose of hazardous materials throughout the City, including the Harbor LA CPAs. All future projects would be subject to federal, state, and local regulations, as discussed in the Regulatory Framework. Mitigation required under **Threshold 4.8-1** would address any potential impacts in the Harbor LA CPAs related to the possible release of hazardous materials near schools.

The Proposed Plans along with cumulative development could expose schools to hazardous emissions, depending on the specific location and type of use proposed, resulting in significant impacts to nearby

schools if the hazardous emissions result in health risks to students and staff at local schools. Compliance with applicable regulations and guidelines pertaining to abatement of, and protection from, exposure to hazardous materials would ensure that schools would not be exposed to any unusual or excessive risks related to hazardous materials during construction and operational activities. Compliance with **MM HAZ-1** and **MM HAZ-2** would ensure compliance with all regulations. Therefore, the Proposed Plans would not make a cumulatively considerable contribution to impacts related to school hazards. Impacts would be ***less than significant.***

Hazardous Materials Sites. Existing regulations ensure that new development does not occur on hazardous materials sites, or such sites are cleaned up to appropriate levels. With the implementation of **MM HAZ-1** and **MM HAZ-2,** for development projects within the Harbor LA CPAs that would be located on a listed hazardous materials site, impacts would be less than significant. **MM HAZ-1** requires a comprehensive search of databases of sites containing hazardous waste or hazardous materials, including on lists prepared pursuant to Government Code Section 65962.2, and that any contaminated sites be remediated as appropriate. As all known contaminated sites are well regulated and required to be remediated prior to development, this cumulative impact would be less than significant with mitigation. Contaminated sites would be required to comply with all local, state, and federal regulations and would ensure that contaminated sites undergo remediation activities prior to development activities. Contamination is often localized and with implementation of **MM HAZ-1** and **MM HAZ-2**, impacts would be reduced such that the Proposed Plans would not make a cumulatively considerable contribution to impacts related to contaminated sites. Impacts would be ***less than significant.***

Public Airports/Private Airstrips. Because no portion of the Harbor LA CPAs is located in the vicinity of a public airport or private airstrip, the Proposed Plans would have no contribution to any cumulative impact related to these hazards. Impacts would not be cumulatively considerable and there would be no cumulative impacts**.**

Emergency Response and Evacuation. Compliance with federal, state, and local regulations would ensure that the Proposed Plans would not make a cumulatively considerable contribution to impacts related to interference with adopted emergency plans, including temporary street closures. Impacts would not be cumulatively considerable and cumulative impacts would be ***less than significant.***

Wildland Fires. Only one portion of the Harbor LA CPAs is within the VHFHS Zone; therefore, the potential for future development under the Proposed Plans in areas that are located in or around the VHFHS zone in the future would be negligible. Furthermore, this area is the Ken Malloy Regional Park which is entirely located within the Wilmington-Harbor City CPA. VHFHS Zones adjacent to or in the vicinity of the Harbor LA CPAs include areas to the southwest, in the Palos Verdes Peninsula. However,

as within the Harbor LA CPAs, any properties within VHFHS Zones are required to comply with regulations to reduce impacts from potential wildland fires. For this reason, the incremental effect of the Proposed Plans with respect to potential exposure to wildland fire hazards would not be cumulatively considerable and cumulative impacts would be ***less than significant.***

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4.9 HYDROLOGY AND WATER QUALITY

INTRODUCTION

This section analyzes the potential environmental effects on hydrology and water quality in the Harbor LA Community Plan Areas (CPAs) from implementation of the Harbor LA Community Plans Update which includes the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan, hereinafter, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans." Topics addressed include stormwater runoff and urban pollutants, flood hazards, drainage, and groundwater resources. The evaluation of the Proposed Plans' effects on water supplies, including groundwater, is analyzed in **Section 4.17, Utilities and Service Systems,** of this Draft EIR.

4.9.1 EXISTING ENVIRONMENTAL SETTING

Groundwater and surface water are inter-dependent and are physically connected by the hydrologic cycle. The hydrologic cycle refers to the circulation of water from the ocean through the atmosphere to the land and ultimately back to the ocean. A watershed carries water "shed" from the land after rain falls and snow melts (surface water) and channels it into soils, groundwater, creeks, streams, or rivers, and eventually the ocean. Watersheds in the strictest sense are geographic areas draining into a river system, ocean, or other body of water through a single outlet and include the receiving waters. They are usually bordered, and separated from, other watersheds by mountain ridges or other naturally elevated areas.

For planning purposes, Los Angeles Regional Water Quality Control Board (LARWQCB) divides surface waters within the region into hydrologic units. The Los Angeles-San Gabriel Hydrologic Unit covers most of Los Angeles County and small areas of southeastern Ventura County. This hydrologic unit, or drainage area, totaling 1,608 square miles is highly urbanized and much of the area is covered with semi-permeable or non-permeable material (i.e., paved surfaces). The Los Angeles River, San Gabriel River, and Ballona Creek are the major drainage systems of most of Los Angeles County. These surface waters also recharge large reserves of groundwater that exist in alluvial aquifers underlying the San Fernando and San Gabriel Valleys and the Los Angeles Coastal Plain.

Topography

The Harbor LA CPAs are relatively flat and highly urbanized, lacking major geologic or topographic features such as hilltops, ridges, hillslopes, canyons, ravines, outcrops, and water bodies. Areas that are zoned as "Hillside" by the zoning ordinance are located within a small southwest portion of the

Wilmington–Harbor City CPA, generally along Palos Verdes Drive, south of Anaheim Street, and west of the I-110 freeway.[1]

Surface Water

The City of Los Angeles has four watersheds: Los Angeles River, Ballona Creek, Dominguez Channel and Los Angeles Harbor. The Harbor LA CPAs are located within the Dominguez Channel and Los Angeles Harbor watersheds, as shown in **Figure 4.9-1, Dominguez Channel and L.A. Harbor Watershed**, and discussed in further detail below.

Dominguez Channel and Los Angeles Harbor Watershed. The Dominguez Channel Watershed covers approximately 70,000 acres and is located in the southern portion of the Los Angeles Basin. Approximately 43,400 acres of the watershed drains to the 15.7-mile-long Dominguez Channel which begins in Hawthorne and discharges into the Los Angeles Harbor in the east basin. The remaining approximately 26,600 acres, which includes Wilmington Drain and Machado Lake, drains directly to the Los Angeles Harbor independently of Dominguez Channel.[2]

Parts of Los Angeles County and over 15 cities and other jurisdictions are located in the Dominguez Channel Watershed. The City of Los Angeles comprises 21 percent of the watershed's area. The watershed area is bound by Manchester Boulevard to the north and the Los Angeles and Long Beach Harbors to the south. The western area includes portions of El Segundo, Manhattan Beach, Redondo Beach, Torrance and the Palos Verdes Hills. Portions of Willowbrook, West Compton and Carson are located in the eastern portion of the watershed.[3]

Surface Water Quality

Water quality is influenced by a number of factors, including climate, circulation, biological activity, surface runoff, and effluent discharges. Water column contaminants often include metals (particularly cadmium,

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1 City of Los Angeles, *GeoHub - Hillside Ordinance*, available online at: https://geohub.lacity.org/datasets/hillside-ordinance/explore?location=33.806003%2C-118.219955%2C10.93, accessed September 15, 2022.

2 LA Sanitation and Environment. Dominguez Channel. Available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-wp/s-lsh-wwd-wp-ewmp/s-lsh-wwd-wp-ewmp-dc?_afrLoop=15024421868200047&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=ay1a9bfj7_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D15024421868200047%26_afrWindowMode%3D0%26_adf.ctrl-state%3Day1a9bfj7_5, accessed September 16, 2022.

3 City of Los Angeles, LA Sanitation, "Dominguez Channel," available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-wp/s-lsh-wwd-wp-ewmp/s-lsh-wwd-wp-ewmp-dc?_afrLoop=15024421868200047&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=ay1a9bfj7_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D15024421868200047%26_afrWindowMode%3D0%26_adf.ctrl-state%3Day1a9bfj7_5, accessed September 16, 2022.

chromium, copper, lead, mercury, nickel, silver, and zinc), oil and grease, chlorinated hydrocarbons (dichlorodiphenyltrichloroethane and dichlorodiphenyldichloroethylene, commonly known as DDT and DDE, respectively), and polychlorinated biphenyls (PCBs). Other water quality parameters such as phosphates and nitrates change from day to day and are influenced by factors that include biological processes, wastewater discharge, and storm runoff. Urban runoff and illegal dumping are major contributors to impaired water quality. Pollution originating over a large land area without a single point of origin and generally carried by stormwater is considered non-point pollution.

The Dominguez Channel and other selected water bodies in its watershed, including the Los Angeles Harbor, are impaired by pollutants (i.e., trash, metals, chemicals, bacteria, and nutrients) mainly because of the watershed's large, dense population and the amount of impervious ground surface that prevents large quantities of runoff from infiltrating into the soils. Total Maximum Daily Load (TMDL) is the maximum amount of a specific pollutant, such as trash, bacteria, or pesticides that could be discharged into a waterbody without causing it to become impaired. Development of TMDLs, which are driven by the Clean Water Act, are an important step in cleaning up our creeks, lakes, rivers, and beaches. Currently there are several TMDLs for waterbodies in the Dominguez watershed, including:[4]

- Los Angeles Harbor Bacteria TMDL
- Dominguez Channel and greater Los Angeles-Long Beach Harbors Toxic TMDL
- Machado Lake TMDLs (toxics, nutrients, and trash)

Surface Water Resources and Dams

As shown in **Figure 4.9-2, Harbor LA Surface Water Resources**, the Dominguez Channel runs through the Harbor Gateway CPA before heading southeast then beyond the eastern boundary of the Wilmington-Harbor City CPA before flowing into the Los Angeles Harbor. Other surface water features in and near the Harbor LA CPAs include Machado Lake in the Ken Malloy Regional Park, as well as the Los Angeles Harbor itself.

Groundwater

The Los Angeles Groundwater Basin is comprised of the Hollywood, Santa Monica, Central, and West Coast Sub-basins. The Harbor LA CPAs are located within the West Coast Sub-basin, commonly referred

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4 City of Los Angeles, LA Sanitation, "Dominguez Channel," available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-wp/s-lsh-wwd-wp-ewmp/s-lsh-wwd-wp-ewmp-dc?_afrLoop=150244218682000 47&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=ay1a9bfj7_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D15024421868200047%26_afrWindowMode%3D0%26_adf.ctrl-state%3Day1a9bfj7_5, accessed September 16, 2022.

to as the West Coast Basin. The West Coast Basin is bound to the north by the Ballona Escarpment, an abandoned erosional channel from the Los Angeles River. On the east the basin is bound by the Newport-Inglewood fault zone, and on the south and west by the Pacific Ocean and consolidated rocks of the Palos Verdes Hills.[5] The location of the groundwater basin can be found in **Figure 4.9-3, Harbor LA CPAs Groundwater Basin**.

Natural replenishment of the Basin's groundwater supply is largely limited to underflow (or percolating groundwater) from the Central Basin through and over the Newport-Inglewood fault zone. Water spread in the Central Basin percolates into aquifers there, and eventually some crosses the Newport-Inglewood fault to supplement the groundwater supply in the West Coast Basin. Seawater intrusion occurs in some aquifers that are exposed to the ocean offshore. Injection wells in the West Coast Basin Barrier create a north-south trending mound of fresh water from the Los Angeles International Airport south to the Palos Verdes Hills. Injection wells also form a protective mound at the Dominguez Gap Barrier near Wilmington. Minor replenishment to the West Coast Basin occurs from infiltration of surface inflow from both the Los Angeles and San Gabriel Rivers into the uppermost aquifers. Other minor sources of recharge by infiltration from the surface include return irrigation water from fields and lawns, industrial waters, and other applied surface waters.[6]

Due to localized groundwater contamination issues and deterioration of water quality, the Los Angeles Department of Water and Power (LADWP) discontinued operating its West Coast Basin Lomita Wellfield and has been unable to pump its entitlement since 1980. In 1945, when seawater intrusion caused by declining groundwater levels threatened the quality of the groundwater supply, legal action was taken to halt the overdraft and prevent further damage to the West Coast Basin. In 1955, the Superior Court of Los Angeles County appointed the California Department of Water Resources (DWR) as the Watermaster to administer an Interim Agreement. In 1961, the Court retained DWR as the Watermaster of the West Coast Basin Judgment entered in *California Water Service Company v. City of Compton* (Case No. 506,806 – Amended Judgment). Similar to the Central Basin, an annual Watermaster Service Report is prepared. The West Coast Basin Judgment affirmed the City's right to produce 1,503 acre-feet per year (afy) of groundwater from this basin. In 2014, the West Coast Basin Judgment was amended in a manner similar to the Central Basin Judgment. The Watermaster for the West Coast Basin consists of the Administrative Body (handled by the

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5 California Department of Water Resources, *Coastal Plain of Los Angeles County Groundwater Basin, West Coast Subbasin*, 2004, available online at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_011_03_WestCoastSubbasin.pdf, accessed September 16, 2022.

6 California Department of Water Resources, *Coastal Plain of Los Angeles County Groundwater Basin, West Coast Subbasin*, 2004, available online at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/4_011_03_WestCoastSubbasin.pdf, accessed September 16, 2022.

Water Replenishment District [WRD], as in the Central Basin), the West Coast Basin Water Rights Panel, and the Storage Panel. Parties will also be able to store specified quantities of water in the West Coast Basin, and certain parties (including the City) are able to pump up to 5,000 afy of unused West Coast Basin rights out of the Central Basin, per the Central Basin Judgment.[7] See **Section 4.17, Utilities and Service Systems**, for a discussion of the adequacy of LADWP water supplies for meeting future demand, including that associated with future development in the CPA.

Flood Control and Drainage Facilities

The Los Angeles General Plan Safety Element explains that the purpose of local flood control and drainage facilities is to quickly route stormwaters to the Santa Monica and San Pedro Bays in order to prevent flooding in the City. The City's storm drain system, maintained by the Bureau of Engineering, consists of an extensive network of underground pipes and open channels that were designed to prevent flooding. The City's storm drain system consists of approximately 1,500 miles of storm drains beneath the streets, approximately 35,000 catch basins that collect runoff, spreading grounds, and pumping facilities. Spreading grounds are facilities that re-absorb stormwater into the ground and re-supply the underground water system. Reservoirs, dams, and stormwater management ponds collect and store stormwater. The City's system is designed to accommodate 50-year magnitude storms. During dry weather, the combined County and City storm drainage systems carry tens of millions of gallons of runoff daily. During storms, the system carries billions of gallons of storm runoff per day. As it flows over the land surface, stormwater picks up potential pollutants that may include sediment, nutrients (from lawn fertilizers), bacteria (from animal and human waste), pesticides (lawn and garden chemicals), metals (from rooftops and roadways), and petroleum by-products (from leaking vehicles). Stormwater runoff is carried via open flood control channels directly to the ocean or to collection systems. The storm drain system receives no treatment or filtering process and is completely separate from the City's sewer system.

With the exception of undeveloped open space areas and parks, most of the Harbor LA CPAs are covered with impervious surfaces including roadways, parking lots, hardscaping, and rooftops that generate stormwater runoff. Runoff in the Harbor LA CPAs drains from the street into gutters and enters the City's storm drain system through catch basins. From catch basins, runoff flows into underground tunnels that empty into flood control channels, which discharge into Los Angeles Harbor. The Dominguez Channel is a major flood control facility for draining stormwater from the Harbor LA CPAs and directing it safely to the ocean.

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7 Los Angeles Department of Water and Power, *Urban Water Management Plan*, 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed September 20, 2022.

Flood Hazards. Los Angeles County is subject to a wide range of flood hazards, including those caused by intense storms, earthquakes, and failure of man-made structures. Storm conditions, topography, drainage patterns, and the adequacy of the stormwater system combine under certain conditions to create areas of flooding.

Flood Plains. The Federal Emergency Management Agency (FEMA) considers land that is subject to inundation by a 100-year flood to be a Special Flood Hazard Area. FEMA defines a 100-year flood as a flood event that has a 1 in 100 chance (1 percent probability) of being equaled or exceeded in any given year, and a 500-year flood as a flood event that has a 1 in 500 chance (0.2 percent probability) of being equaled or exceeded in any given year. The 500-year flood zone is used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than one foot or drainage areas less than 1 square mile. **Figure 4.9-4, Flood Hazards within the Harbor LA CPAs,** identifies areas located within a 100-year and 500-year flood plain within the vicinity of the CPAs. As shown in **Figure 4.9-4,** Special Flood Hazard Areas designated within and adjacent to the Harbor LA CPAs that include the areas by the Dominguez Channel and near the Los Angeles Harbor.

The City is a participating community in the National Flood Insurance Program (NFIP). The City floodplain management ordinance includes flood-proofing requirements for new construction within a Special Flood Hazard Area at defined base flood elevations, which are based on FEMA guidelines.

Inundation. Dam inundation is defined as the flooding that occurs as the result of structural failure of a dam. **Figure 4.9-4** identifies the closest potential inundation area located in and adjacent to the southwestern boundaries of the Wilmington-Harbor City CPA. Inundation from this area would be associated with a dam failure of the Palos Verdes Reservoir, located over 3,000 feet to the west of the Wilmington-Harbor City CPA boundaries. The small area within the southwestern portion of the Wilmington-Harbor City CPA which is at risk for inundation associated with a dam failure of the Palos Verdes Reservoir is designated for various land uses, such as single- and multi-family residential, neighborhood commercial, and open space.

Pursuant to the California Water Code (CWC), the California Division of Safety of Dams oversees the design and construction of dams and conducts yearly inspections to ensure that the dams are performing and being maintained in a safe manner. In addition, the City's Local Hazard Mitigation Plan provides a list

of existing programs, proposed activities, and specific projects that may assist the City in reducing risks and injury from natural and human-made hazards, including dam failure.[8]

Seiches. Seiches are oscillations generated in enclosed bodies of water which can be caused by ground shaking associated with an earthquake. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam or other artificial body of water. Mitigation of potential seiche action has been implemented by the Department of Water and Power through regulation of the level of water in its storage facilities and providing walls of extra height to contain seiches and prevent overflow. Dams and reservoirs are monitored during storms and measures are instituted in the event of potential overflow.[9] The only significant enclosed body of water within the Harbor LA CPAs is Machado Lake located within Ken Malloy Regional Park.

Tsunamis. Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine earthquake, landslide, or volcanic eruption. The Wilmington-Harbor City CPA is located along the coast of the Pacific Ocean. According to the City of Los Angeles Local Hazard Mitigation Plan, the Wilmington-Harbor City CPA includes some areas within a Tsunami Hazard Mitigation Zone.[10] The City of Los Angeles has developed an Emergency Operations Plan (EOP) to facilitate response during tsunami incidents.[11]

Mudflow/Mudslides. Mudflows develop when saturated, loose surface materials (e.g., soil, colluvium/slopewash, and weathered bedrock formations) in hillside areas become unstable and, due to gravitational forces, slide down the hillside slopes. The Harbor LA CPAs are relatively flat and highly urbanized, lacking major geologic or topographic features such as hilltops, ridges, hillslopes, canyons, ravines, outcrops, and water bodies. Development occurring within the hillsides are required to comply with the citywide Hillside Ordinance during construction to minimize risks related to construction in high-risk hillside areas.

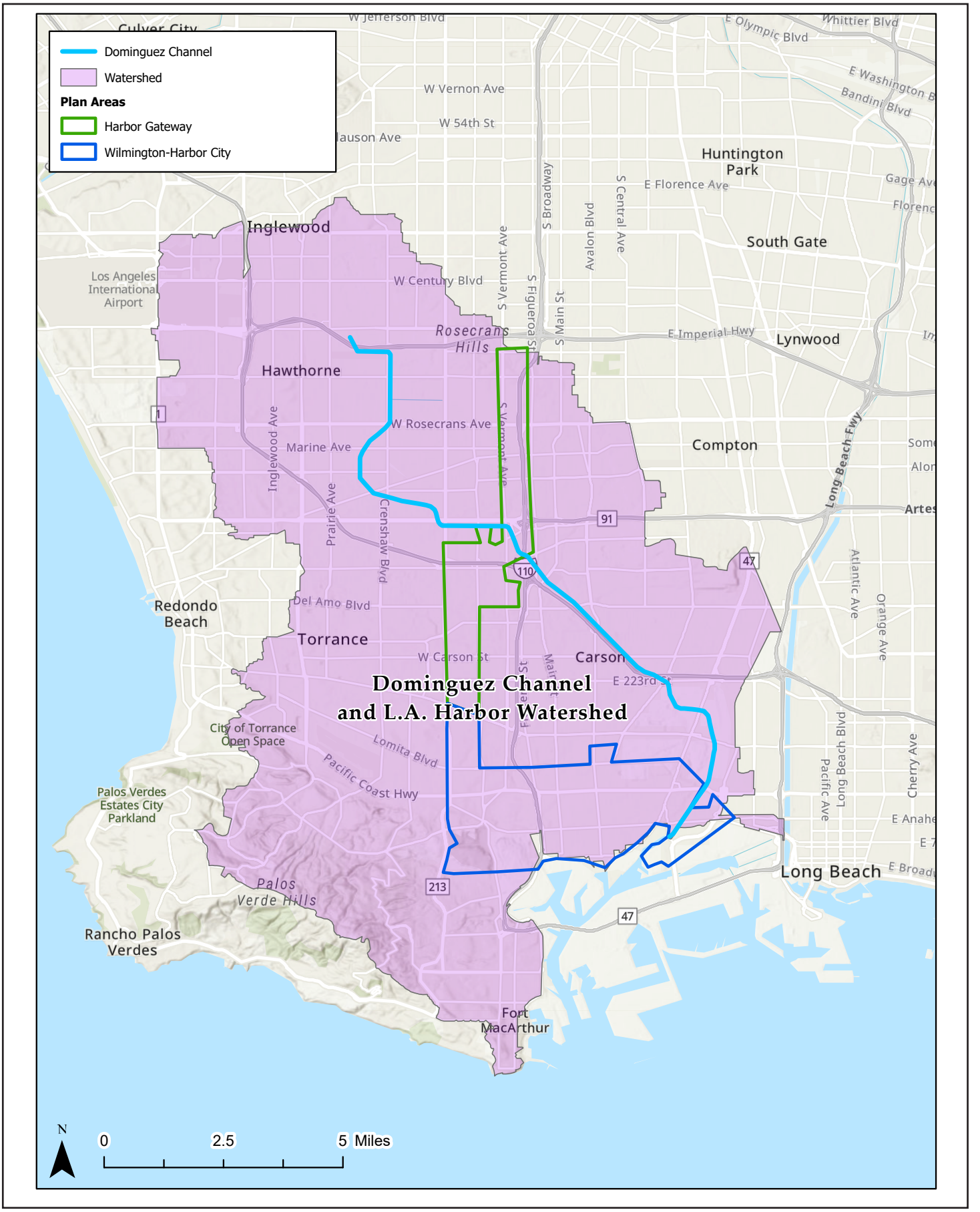
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8 City of Los Angeles, *Hazard Mitigation Plan*, 2018, available online at: https://emergency.lacity.org/sites/g/files/wph1791/files/2021-03/2018_LA_HMP_Final_2018-11-30.pdf, accessed September 19, 2022.

9 City of Los Angeles, *General Plan Draft Safety Element*, 2021, available online at: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed October 26, 2022.

10 *Op. Cit.*

11 City of Los Angeles, *Emergency Operations Plan - Tsunami Hazard Specific Annex*, June 2018, available online at: https://emergency.lacity.gov/sites/g/files/wph1791/files/2021-04/tsunami_2018.pdf, accessed October 26, 2022.



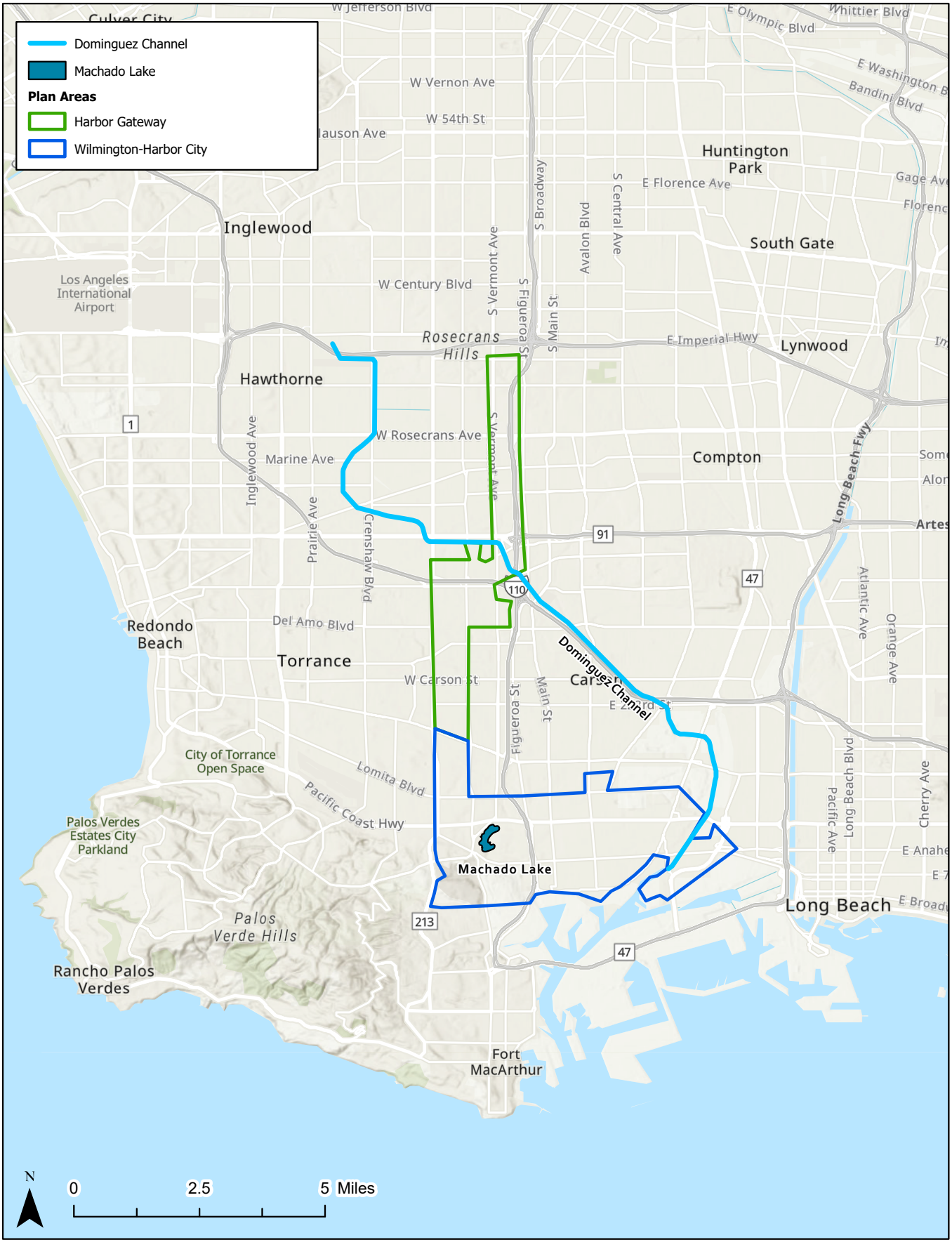
SOURCE: Esri, 2022,City of Los Angeles, 2022

FIGURE **4.9-1**

Dominguez Channel and LA Harbor Watershed

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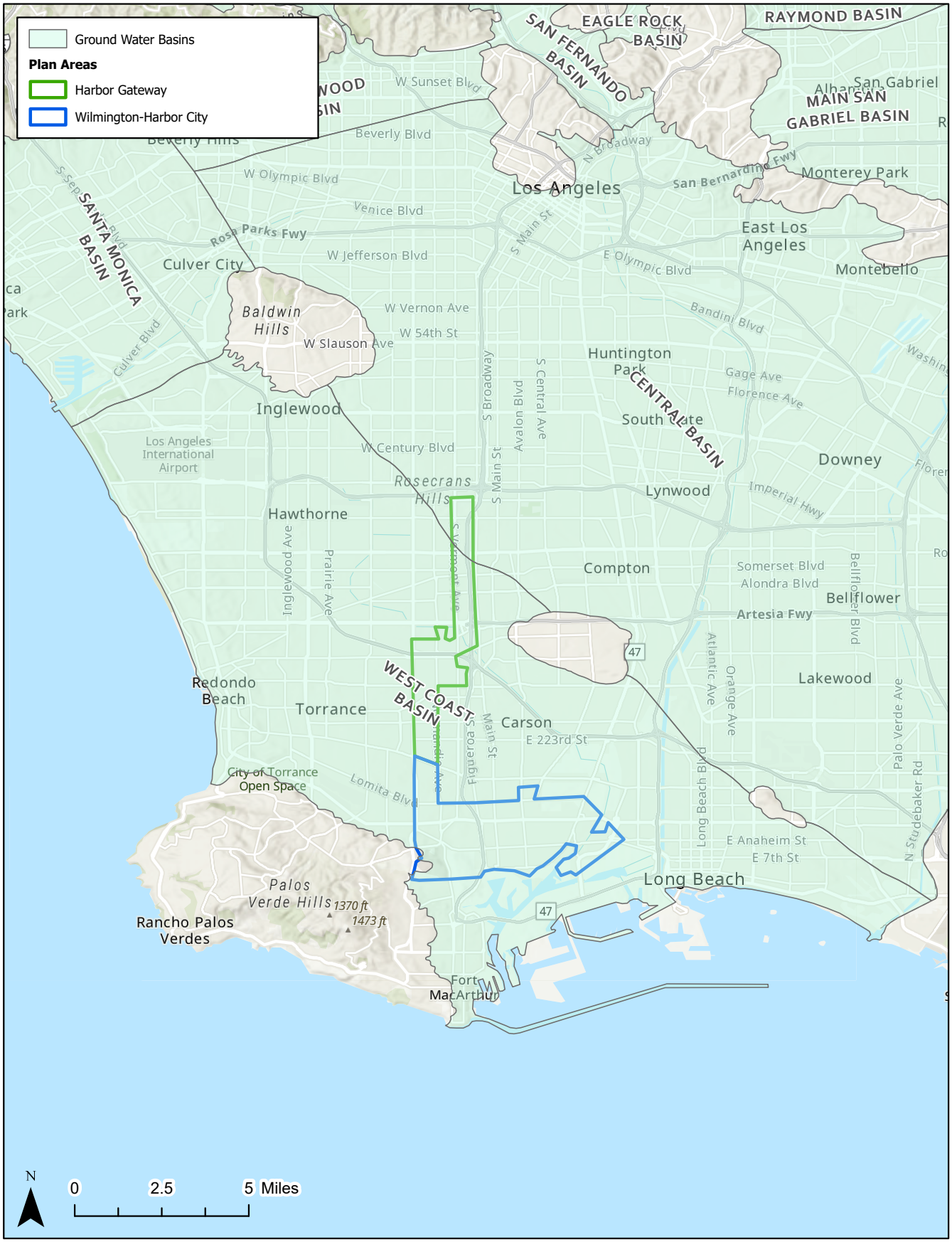
SOURCE: Esri, 2022, National Wetlands Inventory, 2022

FIGURE **4.9-2**

Harbor LA CPAs Surface Water Resources

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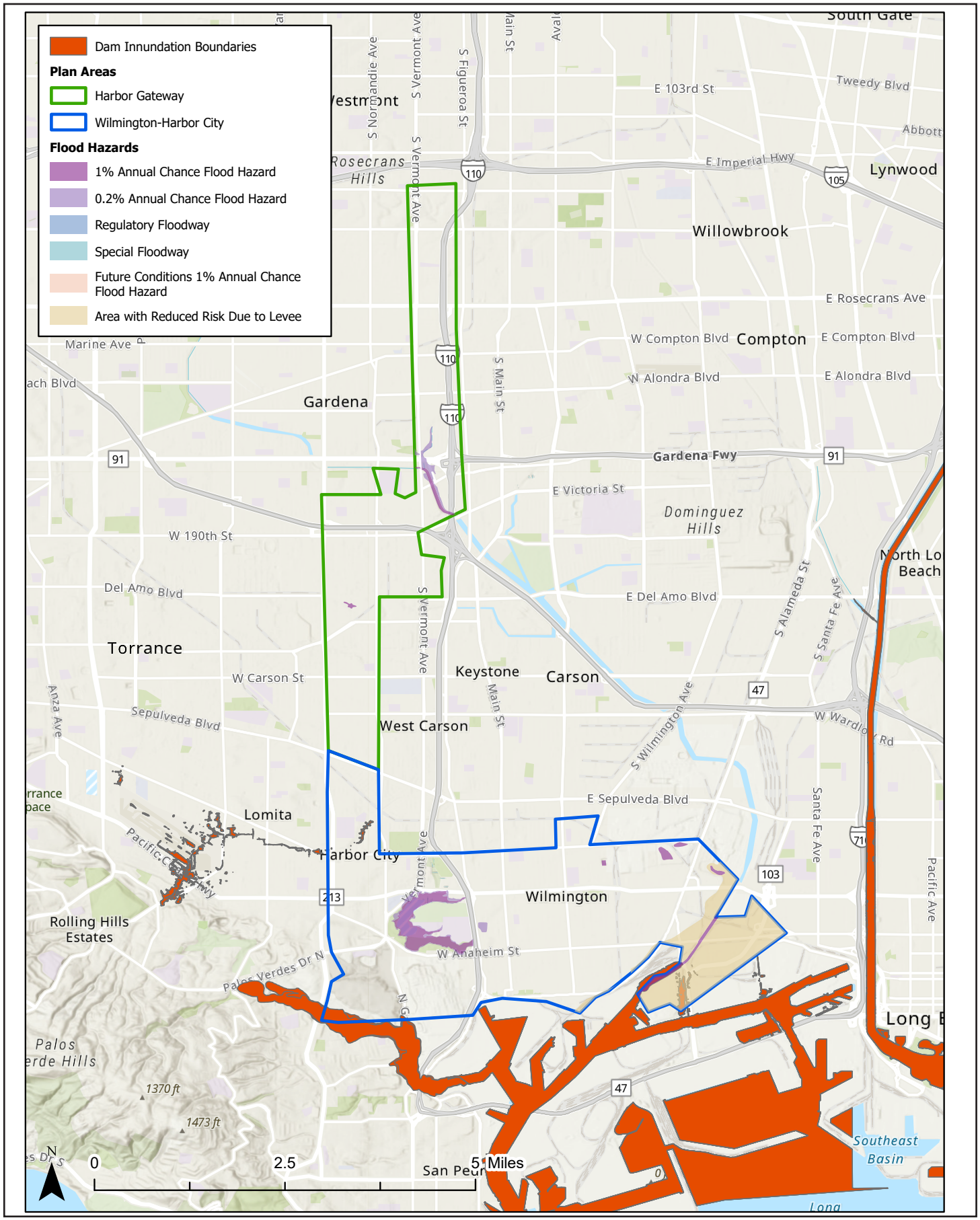
SOURCE: Esri, 2022, City of Los Angeles, 2022

FIGURE **4.9-3**

Harbor LA CPAs Groundwater Basin

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SOURCE: Esri, 2022, FEMA, 2022

FIGURE **4.9-4**

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Flood Hazards within the Harbor LA CPAs

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4.9.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding hydrology and water quality at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Clean Water Act
- Federal Antidegradation Policy
- Safe Drinking Water Act
- National Flood Insurance Program
- Porter-Cologne Water Quality Act (California Water Code)
- Sustainable Groundwater Management Act (SGMA) of 2014
- NPDES Permit Program
- County of Los Angeles Hydrology Manual
- Low Impact Development Ordinance
- Stormwater Program – Los Angeles County MS4 Permit Citywide Implementation
- Los Angeles Floodplain Hazard Management Specific Plan Ordinance (No. 172,081)
- 2020 Floodplain Management Plan
- Local Hazard Mitigation Plan
- Los Angeles Municipal Code Section 62.105, Construction "Class B" Permit
- Los Angeles Municipal Code Sections 12.40 through 12.43, Landscape Ordinance
- Los Angeles Municipal Code Section 64.70, Stormwater and Urban Runoff Pollution Control Ordinance
- Water Quality Compliance Master Plan for Urban Runoff
- Los Angeles Municipal Code Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities

Federal

Clean Water Act. The Clean Water Act (CWA), formerly known as the Federal Water Pollution Control Act, was first introduced in 1948, with major amendments in the 1960s, 1970s and 1980s.[12] The CWA authorizes Federal, state, and local entities to cooperatively create comprehensive programs for eliminating or reducing the pollution of state waters and tributaries. Amendments to the CWA in 1972 established the National Pollutant Discharge Elimination System (NPDES) permit program, which prohibits discharge of pollutants into the nation's waters without procurement of a NPDES permit from the United States

[12] U.S. Environmental Protection Agency, *Clean Water Act*, 2002, available online at: https://www.epa.gov/sites/production/files/2017-08/documents/federal-water-pollution-control-act-508full.pdf, accessed September 20, 2022.

Environmental Protection Agency (U.S. EPA). The purpose of the permit is to translate general requirements of the Clean Water Act into specific provisions tailored to the operations of each organization that is discharging pollutants. Although federally mandated, the NPDES permit program is generally administered at the state and regional levels.

The U.S. EPA NPDES Program requires NPDES permits for: (1) Municipal Separate Storm Sewer Systems (MS4) Permit generally serving, or located in, incorporated cities with 100,000 or more people (referred to as municipal permits); (2) 11 specific categories of industrial activity (including landfills); and (3) construction activity that disturbs five acres or more of land. As of March 2003, Phase II of the NPDES Program extended the requirements for NPDES permits to numerous small municipal separate storm sewer systems, construction sites of one to five acres, and industrial facilities owned or operated by small municipal separate storm sewer systems, which were previously exempted from permitting.

Federal Antidegradation Policy. The Federal Antidegradation Policy has been incorporated within the Clean Water Act and requires states to develop state-wide antidegradation policies and identify methods for implementing them.[13] Pursuant to the Code of Federal Regulations, state antidegradation policies and implementation methods must, at a minimum, protect and maintain: (1) existing in-stream water uses; (2) existing water quality, where the quality of the waters exceeds levels necessary to support existing beneficial uses, unless the state finds that allowing lower water quality is necessary to accommodate economic and social development in the area; and (3) water quality in waters considered an outstanding national resource.

Safe Drinking Water Act. The Safe Drinking Water Act (SDWA) is the main federal law that ensures the quality of the Nation's drinking water.[14] The SDWA was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply and its sources: rivers, lakes, reservoirs, springs, and groundwater wells. Under SDWA, the U.S. EPA sets standards for drinking water quality and oversees the states, localities, and water suppliers that implement those standards. The SDWA regulates contaminants of concern in domestic water supply, including maximum contaminant levels (MCLs), and that the U.S. EPA has delegated the California Department of Public Health the responsible

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13 U.S. Environmental Protection Agency, *Water Quality Standards Handbook*, Chapter 4: Antidegradation, 2010, available online at: https://www.epa.gov/sites/production/files/2014-10/documents/handbook-chapter4.pdf, accessed September 19, 2022.

14 United States Code, *Title 42 – The Public Health and Welfare- Chapter 6A Public Health and Service, Safe Drinking Water Act*. 2006 Edition, Supplement 4, available online at: https://uscode.house.gov/view.xhtml?path=/prelim@title42/chapter6A/subchapter12&edition=prelim, accessed September 19, 2022.

agency for administering California's drinking water program. MCLs are established under CCR Title 22, Div. 4, Ch. 15, Article 4 (Title 22 Standards).

National Flood Insurance Program. The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate FEMA to evaluate flood hazards.[15] FEMA provides flood insurance rate maps (FIRMs) for local and regional planners to promote sound land use and development practices, by identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as flood insurance studies (FIS). Using information gathered in these studies, FEMA engineers and cartographers delineate special flood hazard areas (SFHA) on FIRMs.

The Flood Disaster Protection Act requires owners of all structures within identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally-insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA.

National Pollutant Discharge Elimination System (NPDES). The federal government also administers the National Pollutant Discharge Elimination System (NPDES) permit program, which regulates discharges into surface waters. Section 404 of the Clean Water Act prohibits the discharge of dredged or fill materials into Waters of the United States or adjacent wetlands without a permit from the U.S. Army Corps of Engineers. As discussed under **Flood Hazards**, FEMA establishes base flood heights for 100-year and 500-year flood zones.

The primary regulatory control relevant to the protection of water quality is the Federal National Pollution Discharge Elimination System (NPDES) permit administered by the State Water Resources Control Board. This board establishes requirements prescribing the quality of point sources of discharge and establishes water quality objectives. These objectives are established based on the designated beneficial uses (e.g., water supply, recreation, and habitat) for a particular surface water body or groundwater basin. The NPDES permits are issued to point source dischargers of pollutants to surface waters and are issued pursuant to Water Code Chapter 5.5 that implements the Federal Clean Water Act. Examples include, but are not limited to, public wastewater treatment facilities, industries, power plants, and groundwater cleanup programs discharging to surface waters (State Water Resources Control Board, Title 23, Chapter 9, Section 2200). Discharge limits, under the NPDES permits, for minerals and pollutants are established and regulated by the California Regional Water Quality Control Board.

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15 The National Flood Insurance Act of 1968, as amended, and The Flood Disaster Protection Act of 1973, 42 U.S.C. 4001 et. seq. Available online at: https://www.fema.gov/sites/default/files/2020-07/national-flood-insurance-act-1968.pdf, accessed July 6, 2023.

State

Porter-Cologne Water Quality Act (California Water Code). The Porter-Cologne Water Quality Control Act established the legal and regulatory framework for California's water quality control.[16] The California Water Code (CWC) authorizes the State Water Resources Control Board (SWRCB) to implement the provisions of the CWA, including the authority to regulate waste disposal and require cleanup of discharges of hazardous materials and other pollutants. In California, the NPDES stormwater permitting program is administered by the SWRCB.

Under the CWC, the State of California is divided into nine Regional Water Quality Control Boards (RWQCBs), which govern the implementation and enforcement of the CWC and the CWA. The Project Site is located within Region 4, also known as the Los Angeles Region (LARWQCB). The RWQCBs develop and enforce water quality objectives and implement plans that will best protect California's waters, acknowledging areas of different climate, topography, geology, and hydrology. Each RWQCB is required to formulate and adopt a Water Quality Control Plan or Basin Plan for its region. The Basin Plan establishes beneficial use definitions for the various types of water bodies and serves as the basis for establishing water quality objectives, discharge conditions and prohibitions, and must adhere to the policies set forth in the CWC and established by the SWRCB. In this regard, the LARWQCB issued the Los Angeles Basin Plan on August 29, 2014, for the Coastal Watersheds of Los Angeles and Ventura Counties, with subsequent amendments. The RWQCB is also given authority to issue waste discharge requirements, enforce actions against stormwater discharge violators, and monitor water quality.[17]

Sustainable Groundwater Management Act (SGMA) of 2014. The Sustainable Groundwater Management Act of 2014 (SGMA) requires the designation of groundwater sustainability agencies (GSAs) by one or more local agencies and the adoption of groundwater sustainability plans (GSPs) for basins designated as medium- or high-priority by the California Department of Water Resources (DWR). SGMA grants new powers to GSAs, including the power to adopt rules, regulations, ordinances, and resolutions; regulate groundwater extractions; and impose fees and assessments. SGMA also allows the State Water Resources Control Board (SWRCB) to intervene if local agencies will not or do not meet the SGMA requirements, in addition to mandating that critically over-drafted basins be sustainable by 2040, and medium- or high-priority by 2042.

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16 State Water Resources Control Board, *Porter-Cologne Water Quality Control Act*, 2018, available online at: https://www.waterboards.ca.gov/laws_regulations/docs/portercologne.pdf, accessed September 19, 2022.

17 U.S. Environmental Protection Agency, *Compliance and Enforcement Program Oversight*, 2016, available online at: https://www.epa.gov/compliance/state-review-framework-compliance-and-enforcement-performance, accessed September 19, 2022.

California Toxics Rule. In 2000, the California Environmental Protection Agency (Cal-EPA) promulgated the California Toxics Rule, which establishes water quality criteria for certain toxic substances to be applied to waters in the State.[18] Cal-EPA promulgated this rule based on Cal-EPA's determination that the numeric criteria of specific concentrations of regulated substances are necessary for the State to protect human health and the environment. The California Toxics Rule establishes acute (i.e., short-term) and chronic (i.e., long-term) standards for bodies of water such as inland surface waters and enclosed bays and estuaries that are designated by the LARWQCB as having beneficial uses protective of aquatic life or human health.

California State Water Resource Control Board (SWRCB). The SWRCB was established through the California Porter Cologne Water Quality Act of 1969. At the State level, SWRCB has responsibility for the protection of water quality and sets Statewide policies and regulations for the implementation of water quality control programs mandated by federal and State water quality statutes and regulations. The SWRCB delegates to the nine RWQCBs the responsibility for the protection of water quality in each major drainage basin throughout the state. The LARWQCB has jurisdiction over the coastal drainages between Rincon Point (on the coast of western Ventura County) and the eastern Los Angeles County line. A more detailed discussion of the LARWQCB is presented below.

NPDES General Construction Activity Stormwater Permit (GCASP). Pursuant to CWA Section 402(p) and the Porter-Cologne Water Quality Control Act, SWRCB has issued a Statewide NPDES General Permit, or GCASP, under Order No. 2009-0009-DWQ, NPDES No. CAR000002, which was adopted on September 2, 2009.[19] The Order requires that prior to the beginning of construction activities, the permit applicant must obtain coverage under a GCASP permit by preparing and submitting a Notice of Intent (NOI) along with the appropriate fee to SWRCB. Construction activities subject to GCASP include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, which result in soil disturbances of one acre of total land area or more.

Prior to obtaining the GCASP, an adequate Stormwater Pollution Prevention Plan (SWPPP) has to be prepared. The SWPPP specifies best management practices (BMPs) that will prevent construction pollutants from contacting stormwater with the intent of keeping all products of erosion from moving off-site into receiving waters. BMPs are intended to diminish impacts to the Maximum Extent Practicable (MEP), which is a standard developed by Congress to allow regulators the flexibility needed to shape programs to the site-specific nature of municipal stormwater discharges. The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of

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18 U.S. Environmental Protection Agency, *Water Quality Standards, Establishment of Numeric Criteria for Priority Toxic Pollutants for the State of California,* available online at: https://www.epa.gov/wqs-tech/water-quality-standards-establishment-numeric-criteria-priority-toxic-pollutants-state, accessed September 19, 2022.

19 California Water Code Section 13263(i).

stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges. The SWPPP includes a description of: (1) the site, (2) erosion and sediment controls, (3) means of waste disposal, (4) implementation of approved local plans, (5) control of post-construction sediment and erosion control measures and maintenance responsibilities, and (6) non-stormwater management controls. Dischargers are also required to inspect their construction sites before and after storms to identify stormwater discharge associated with construction activity and to identify and implement controls where necessary.

BMPs are intended to diminish impacts to the MEP, which is a standard developed by Congress to allow regulators the flexibility needed to shape programs to the site-specific nature of municipal stormwater discharges. Reducing impacts to the MEP generally relies on BMPs that emphasize pollution prevention and source control, with additional structural controls as needed.

Within the City of Los Angeles, SWPPP requirements are enforced through the City's Building and Safety Department plan review and approval process. During the review process, development project plans are reviewed for compliance with the stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

Cobey-Alquist Flood Plain Management Act. CWC Sections 8400 et seq. documents the state's intent to support local governments in their use of land use regulations to accomplish floodplain management and to provide assistance and guidance, as appropriate.

Regional

Water Replenishment District of Southern California. The City of Los Angeles is included within the Water Replenishment District (WRD) of Southern California. The WRD service area is categorized as a High Priority basin and pursuant to the SGMA must either: (a) form a groundwater sustainability agency (GSA) to prepare and submit a groundwater sustainability plan; or directly submit an Alternative Analysis in lieu of forming a GSA. The WRD, in conjunction with key stakeholders including LADWP, has prepared and submitted an Alternative Analysis that satisfies the requirements of the SGMA. The Alternative Analysis demonstrates compliance with applicable portions of the CWC and provides adequate information to show that the applicable, underlying West Coast Subbasin has operated within its sustainable yield over a period of at least 10 years; and that the Alternative Analysis satisfies SGMA's objectives by promoting sustainable management of the groundwater in the West Coast Subbasin.

Los Angeles County Standard Urban Stormwater Mitigation Plan. On March 8, 2000, Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP) requirements were approved by the LARWQCB as part of the MS4 permit to address stormwater pollution from new construction and redevelopment

projects. SUSMP is a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment. The purpose of the SUSMP is to reduce the discharge of pollutants in stormwater by outlining BMPs that must be incorporated into the design plans of new development and redevelopment. The SUSMP requirements contain a list of minimum BMPs that must be employed to infiltrate or treat stormwater runoff, control peak flow discharge, and reduce the post-project discharge of pollutants from stormwater conveyance systems. The SUSMP requirements define, based upon land use type, the types of practices that must be included and issues that must be addressed as appropriate to the development type and size. The SUSMP requirements apply to all development and redevelopment projects that fall into one of the following categories:

- Single-family hillside residences
- One acre or more of impervious surface area for industrial/commercial developments
- Automotive service facilities
- Retail gasoline outlets
- Restaurants
- Ten or more residential units (BMP)
- Parking lots of 5,000 square feet or greater or with 25 or more spaces
- Projects located in or directly discharging to an Ecologically Sensitive Area

The SUSMP requirements are enforced through the City's Building and Safety Department plan review and approval process. During the review process, individual development project plans are reviewed for compliance with stormwater requirements.

Water Quality Control Plan for the Los Angeles Region (Basin Plan). All of Los Angeles is within the jurisdiction of the LARWQCB, which is one of the nine regional WQCBs in California. The LARWQCB provides permits for projects that may affect surface waters and groundwater locally and is responsible for preparing the Basin Plan, which is updated as necessary every three years. The Basin Plan establishes narrative and numerical water quality objectives for surface waters and groundwater within the Los Angeles region and designates the beneficial uses of inland surface waters. Water quality objectives, as defined by the CWA Section 13050(h), are the "limits or levels of water quality constituents or characteristics which are established for the reasonable protection of beneficial uses or the prevention of nuisance within a specific area." The State has developed TMDLs, which are a calculation of the maximum amount of a pollutant that a water body can have and still meet water quality objectives established in the Basin Plan.

Enhanced Watershed Management Plans (EWMPs). On November 8, 2012, the RWQCB adopted the current municipal stormwater permit (NPDES Permit No. CAS004001, Order No. R4-2012-0175), which

contains the most extensive provisions to date with 32 incorporated TMDLs, of which 22 affect the City, expanded programs for Minimum Control Measures, development and implementation of watershed management plans, and expanded monitoring provisions. The NPDES permit provides for the development of EWMPs by the MS4 permittees to implement the requirements of the permit on a watershed scale through customized strategies, control measures, and BMPs. EWMPs also address compliance requirements of the 22 TMDLs that currently are effective, as well as other elements of the City's Stormwater Program.

NPDES Permit Program. As indicated above, in California, the NPDES stormwater permitting program is administered by the SWRCB through its nine RWQCBs. This NPDES permit, referred to as General Permit for Stormwater Discharges from Construction Activities by the SWRCB, establishes a risk-based approach to stormwater control requirements for construction projects.

Construction: Stormwater Pollution Prevention Plan

For all construction activities disturbing one acre of land or more, California mandates the development and implementation of Stormwater Pollution Prevention Plans (SWPPP). The SWPPP documents the selection and implementation of best management practices (BMPs) to prevent discharges of water pollutants to surface or groundwater. The SWPPP also charges owners with stormwater quality management responsibilities. The developer or contractor for a construction site subject to the General Permit must prepare and implement a SWPPP that meets the requirements of the General Permit.[20] The purpose of an SWPPP is to identify potential sources and types of pollutants associated with construction activity and list BMPs that would prohibit pollutants from being discharged from the construction site into the public stormwater system. BMPs typically address stabilization of construction areas, minimization of erosion during construction, sediment control, control of pollutants from construction materials, and post-construction stormwater management (e.g., the minimization of impervious surfaces or treatment of stormwater runoff). The SWPPP is also required to include a discussion of the proposed program to inspect and maintain all BMPs.

A site-specific SWPPP could include, but not be limited to the following BMPs:

- Erosion Control BMPs – to protect the soil surface and prevent soil particles from detaching. Selection of the appropriate erosion control BMPs would be based on minimizing areas of disturbance,

20 State Water Resources Control Board, *Construction Stormwater Program*, 2019, available online at: https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html, accessed September 19, 2022.

stabilizing disturbed areas, and protecting slopes/channels. Such BMPs may include, but would not be limited to, use of geotextiles and mats, earth dikes, drainage swales, and slope drains.

- Sediment Control BMPs – are treatment controls that trap soil particles that have been detached by water or wind. Selection of the appropriate sediment control BMPs would be based on keeping sediments on-site and controlling the site boundaries. Such BMPs may include, but would not be limited to, use of silt fences, sediment traps, and sandbag barriers, street sweeping and vacuuming, and storm drain inlet protection.

The SWRCB adopted a General Permit for Stormwater Discharges from Construction Activities on September 2, 2009, and most recently amended the permit on July 17, 2012 (Order No. 2012-0006-DWQ, General NPDES Permit No. CAS000002). The Construction General Permit regulates construction activity, including clearing, grading, and excavation of areas one acre or more in size, and prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance, unless a separate NPDES permit has been issued for those discharges.

To obtain coverage under the Construction General Permit, a developer is required to file a Notice of Intent (NOI) with the appropriate RWQCB and provide proof of the NOI prior to applying for a grading or building permit from the local jurisdiction and must prepare a state SWPPP that incorporates the minimum BMPs required under the permit as well as appropriate project specific BMPs. The SWPPP must be completed and certified by the developer and BMPs must be implemented prior to the commencement of construction and may require modification during construction as conditions warrant. When project construction is complete, the developer is required to file a Notice of Termination with the RWQCB certifying that all the conditions of the Construction General permit, including conditions necessary for termination, have been met.

NPDES Permit for Discharges of Groundwater from Construction and Project Dewatering

Dewatering operations are practices that discharge non-stormwater, such as ground water, which must be removed from a work location to proceed with construction into the drainage system. Discharges from dewatering operations can contain high levels of fine sediments, which if not properly treated, could lead to exceedance of the NPDES requirements. A NPDES Permit for dewatering discharges was adopted by the LARWQCB on September 13, 2018 (Order No. R4-2018-0125, General NPDES Permit No. CAG994004. Similar to the Construction General Permit, to be authorized to discharge under this Permit; the developer must submit a NOI to discharge groundwater generated from dewatering operations during construction in accordance with the requirements of this Permit and shall continue in full force until it expires November

13, 2023.[21] In accordance with the NOI, among other requirements and actions, the discharger must demonstrate that the discharges shall not cause or contribute to a violation of any applicable water quality objective/criteria for the receiving waters, perform reasonable potential analysis using a representative sample of groundwater or wastewater to be discharged. The discharger must obtain and analyze (using appropriate methods) a representative sample of the groundwater to be treated and discharged under the Order. The analytical method used shall be capable of achieving a detection limit at or below the minimum level. The discharger must also provide a feasibility study on conservation, reuse, and/or alternative disposal methods of the wastewater and provide a flow diagram of the influent to the discharge point.[22]

Operation: Los Angeles County Municipal Stormwater NPDES Program

The County of Los Angeles and the City are two of the co-permittees under the Los Angeles County MS4 Permit (Order No. R4-2012-0175, NPDES Permit No. CAS004001). The Los Angeles County MS4 Permit has been determined by the State Water Resources Control Board to be consistent with the requirements of the Clean Water Act and the Porter-Cologne Act for discharges through the public storm drains in Los Angeles County to statutorily defined waters of the United States (33 United States Code [USC] §1342(p); 33 CFR Part 328.11). On September 8, 2016, the LARWQCB amended the Los Angeles County MS4 Permit to incorporate modifications consistent with the revised Ballona Creek Watershed Trash Total Maximum Daily Load (TMDL) and the revised Los Angeles River Watershed Trash TMDL, among other TMDLs incorporated into the Los Angeles County MS4 Permit and the Basin Plan for the Coastal Waters of Los Angeles and Ventura Counties.

Under the amended Los Angeles County MS4 Permit, the County and City are both required to implement development planning guidance and control measures that control and mitigate stormwater quality and runoff volume impacts to receiving waters as a result of new development and redevelopment. The County and the City also are required to implement other municipal source detection and elimination programs, as well as maintenance measures.

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21 Los Angeles Regional Water Quality Control Board, Order No. R4-2018-0125. General NPDES Permit No. CAG994004, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, September 13, 2018. Available online at: https://www.waterboards.ca.gov/losangeles/board_decisions/adopted_orders/general_orders/r4-2018-0125/OrderNoR4-2018-0125(Order).pdf, accessed September 19, 2022.

22 Los Angeles Regional Water Quality Control Board, Order No. R4-2018-0125. General NPDES Permit No. CAG994004, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties, September 13, 2018. Available online at: https://www.waterboards.ca.gov/losangeles/board_decisions/adopted_orders/general_orders/r4-2018-0125/OrderNoR4-2018-0125(Order).pdf, accessed September 19, 2022.

Under the Los Angeles County MS4 Permit, permittees are required to implement a development planning program to address stormwater pollution. This program requires project applicants for certain types of projects to implement a Low Impact Development (LID) Plan, except where the Standard Urban Stormwater Mitigation Plan (SUSMP) is proven applicable. The purpose of the LID Plan is to reduce the discharge of pollutants in stormwater by outlining BMPs, which must be incorporated into the design of new development and redevelopment. These treatment control BMPs must be sufficiently designed and constructed to treat or retain the greater of an 85th percentile rain event or first 0.75 inch of stormwater runoff from a storm event.

The Los Angeles County MS4 Permit (Part VI.D.7.c, New Development/Redevelopment Project Performance Criteria) includes design requirements for new development and substantial redevelopment. These requirements apply to all projects that create or replace more than 5,000 square feet of impervious cover. Where redevelopment results in an alteration to more than 50 percent of impervious surfaces of a previously existing development and the existing development was not subject to post-construction stormwater quality control requirements, the entire project would be subject to post-construction stormwater quality control measures.

The Los Angeles County MS4 Permit contains provisions for implementation and enforcement of the Stormwater Quality Management Program. The objective of the Stormwater Quality Management Program is to reduce pollutants in urban stormwater discharges to the "maximum extent practicable," to attain water quality objectives and protect the beneficial uses of receiving waters in Los Angeles County. Special provisions are provided in the Los Angeles County MS4 Permit to facilitate implementation of the Stormwater Quality Management Program. In addition, the Los Angeles County MS4 Permit requires that permittees implement a LID Plan, as discussed above, that designates BMPs that must be used in specified categories of development projects to infiltrate water, filter, or treat stormwater runoff; control peak flow discharge; and reduce the post-project discharge of pollutants into stormwater conveyance systems. In response to the Los Angeles County MS4 Permit requirements, the City adopted Ordinance No. 173,494 (LID Ordinance), as authorized by Los Angeles Municipal Code (LAMC) Section 64.72.

The City supports the requirements of the Los Angeles County MS4 Permit through the City of Los Angeles' Development Best Management Practices Handbook, Low Impact Development Manual, Part B: Planning Activities (5th edition, May 2016) (LID Handbook),[23] which provides guidance to developers to ensure the post-construction operation of newly developed and redeveloped facilities comply with the

[23] City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, *Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition*, 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed September 20, 2022.

Developing Planning Program regulations of the City's Stormwater Program. The LID Handbook assists developers with the selection, design, and incorporation of stormwater source control and treatment control BMPs into project design plans and provides an overview of the City's plan review and permitting process.

The City implements the requirement to incorporate stormwater BMPs, including LID BMPs, through the City's plan review and approval process. During the review process, project plans are reviewed for compliance with the City's General Plan, zoning ordinances, and other applicable local ordinances and codes, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

Stormwater Program – Los Angeles County MS4 Permit Citywide Implementation. The Watershed Protection Division of the Department of Public Works, Bureau of Sanitation is responsible for stormwater pollution control throughout the City in compliance with the Los Angeles County MS4 Permit. The Watershed Protection Division administers the City's Stormwater Program, which has two major components: Pollution Abatement and Flood Control. The Watershed Protection Division publishes the two-part Development Best Management Practices Handbook that provides guidance to developers for compliance with the Los Angeles County MS4 permit through the incorporation of water quality management into development planning. The Development Best Management Practices Handbook, Part A: Construction Activities, provides specific minimum BMPs for all construction activities.[24] The Development Best Management Practices Handbook, Low Impact Development Manual, Part B: Planning Activities (5th edition, May 2016) (LID Handbook) provides guidance to developers to ensure the post-construction operation of newly developed and redeveloped facilities comply with the Developing Planning Program regulations of the City's Stormwater Program.[25] The LID Handbook assists developers with the selection, design, and incorporation of stormwater source control and treatment control BMPs into project design plans, and provides an overview of the City's plan review and permitting process. The LID Handbook addresses the need for frequent and/or regular inspections of infiltration facilities in order to ensure on-site compliance of BMP standards, soil quality, site vegetations, and permeable surfaces. These

24 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, *Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition,* 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed September 20, 2022.

25 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, *Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition,* 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed September 20, 2022.

inspections are required to guarantee that facilities follow all proprietary operation and maintenance requirements.

During the development review process, project plans are reviewed for compliance with the City's General Plan, zoning ordinances, and other applicable local ordinances and codes, including stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals.

County of Los Angeles Hydrology Manual. Drainage and flood control in the City of Los Angeles (City) are subject to review and approval by the Department of Public Works, Bureau of Engineering (Bureau of Engineering). Storm drains within the City are constructed by both the City and the Los Angeles County Flood Control District (County Flood Control). The County Flood Control constructs and has jurisdiction over regional facilities such as major storm drains and open flood control channels, while the City constructs and is responsible for local interconnecting tributary drains. Per the City's Special Order No. 007-1299, December 3, 1999, the City has adopted the Los Angeles County Department of Public Works' Hydrology Manual as its basis of design for storm drainage facilities.[26] The Department of Public Works' Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm event and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. Areas with sump conditions are required to have a storm drain conveyance system capable of conveying flow from a 50-year storm event. The County also limits the allowable discharge into existing storm drain (MS4) facilities based on the County's MS4 Permit, which is enforced on all new developments that discharge directly into the County's MS4 system.

Drainage and flood control structures and improvements within the City are subject to review and approval by the City's Department of Public Works and Department of Building and Safety. As required by the Department of Public Works, all public storm facilities must be designed in conformity with the standards set forth by Los Angeles County. The Department of Public Works reviews and approves MS4 plans prior to construction. Any proposed increases in discharge directly into County facilities, or proposed improvements of County-owned MS4 facilities, such as catch basins and drainage lines, require approval from County Flood Control to ensure compliance with the County's Municipal NPDES Permit requirements.

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26 Los Angeles County Department of Public Works, *Hydrology Manual*, 2006, available online at: http://dpw.lacounty.gov/wrd/Publication/engineering/2006_Hydrology_Manual/2006%20Hydrology%20Manual-Divided.pdf, accessed September 20, 2022.

Local

Los Angeles Municipal Code (LAMC). The City of Los Angeles relies on Municipal Code Chapter VI, Public Works and Property, to require permits and oversee the implementation of any land use or development involving grading activities, or the construction of new structures or paving. Article 4, Sewers, Water Courses and Drains, and Article 4.4, Stormwater and Urban Runoff Pollution Control, of the Municipal Code establishes minimum standards, guidelines, and/or criteria for specific discharges, connections, and/or Best Management Practices (BMPs). Additional measures are required by the City, when applicable, to prevent or reduce the discharge of pollutants to achieve water quality standards and receiving water limitations. Article 4.4 includes prohibitions for illicit discharges to enter the MS4 and requires implementation of BMPs and Low Impact Development (LID) practices per LAMC 64.70. In addition, the City requires all construction activities and facility operations to be consistent with the landscape ordinance (Ordinance No. 170,978) as well as other related requirements, outlined in Chapter XII, The Water Conservation Plan of the City of Los Angeles, and the Planning and Land Development Handbook for Low Impact Development (LID; The Handbook). The Handbook is a tool for developers to comply with the requirements of the City's Standard Urban Stormwater Mitigation Plan (SUSMP). The handbook summarizes the City's project review and permitting process, identifies stormwater mitigation measures, and references source and treatment control BMP information. The latest edition was adopted on May 9, 2016.

Further, the Clean Up Green Up (CUGU) Supplemental Use District for Wilmington was adopted in April 2016 (Ordinance No 184,246). The CUGU District addresses health hazards caused by incompatibilities between land uses by establishing design, distancing and performance standards for potentially hazardous uses and sensitive uses that are located near each other. The purpose of CUGU District is to reduce and prevent pollution and its cumulative health impacts resulting from land uses including, but not limited to, concentrated industrial land use.

Proposition O. Proposition O, a $500 million bond, authorized the City to fund projects that protect public health, capture stormwater for reuse and meet the federal CWA through removal and prevention of pollutants entering regional waterways. Proposition O projects include, but are not limited to, the Temescal Canyon Park Stormwater BMP, Los Angeles Zoo Parking Lot, the Westchester Stormwater BMP, Echo Park Lake Rehabilitation Project, and the Hansen Dam Recreational Area Parking Lot and Wetlands Restoration. In addition, Proposition O funds were utilized for the Catch Basin Screen Cover and Insert Project, which provided for the installation of catch basin inserts and screen covers throughout the City beginning in 2005 with completion on September 30, 2007 (Phase I and Phase II). Phase III began in the spring of 2008 and will retrofit approximately 34,000 remaining catch basins with open screen covers.

Flood Control Authority in the City of Los Angeles. In general, flood control authority can be summarized as follows: (1) the U.S. Army Corps of Engineers (USACE) oversees construction of projects associated with navigable bodies of water, including the Los Angeles River-related flood control systems and ocean harbors; (2) the Los Angeles County Department of Public Works (LACDPW) oversees construction of ancillary Los Angeles County Flood Control District (LACFCD) facilities and designs and/or maintains the flood control drainage facilities, including the Los Angeles River system (under the guidance of USACE) to mitigate 100- and 500-year storms; and (3) LACDPW BOE oversees construction and maintenance of the City's storm drainage system which is designed to mitigate 50-year magnitude storms. Various City agencies implement development permits, slope stability, and watershed protection regulations.

City of Los Angeles General Plan Safety, Conservation, and Framework Elements. The intent of the Conservation Element is the conservation and preservation of natural resources. Policies from the Conservation Element address the effect of erosion on such natural resources as beaches, watersheds, and watercourses. The General Plan Framework Element is a more general, long-term, programmatic element. The policies in the Framework Element address infrastructure and public service systems, many of which are interrelated, and all of which support the City's population and economy. Objectives and policies related to hydrology and water quality contained in these elements are listed in **Table 4.9-1, Relevant General Plan Hydrology and Water Quality Objectives and Policies**.

Table 4.9-1
Relevant General Plan Hydrology and Water Quality Objectives and Policies

Objective/Policy	Objective/Policy Description
Safety Element – Hazard Mitigation	
Policy 1.1.6	State and Federal Regulations. Assure compliance with applicable state and federal planning and development regulations. Regularly adopt new provisions of the California Building Standards Code, Title 24, and California Fire Code into the LAMC to ensure that new development meets or exceeds Statewide minimums. Ensure new development in Very High Fire Hazard Severity Zones (VHFHSZs) adheres to the California Building Code, the California Fire Code, Los Angeles Fire Code and California Public Resources Code. Facilitate compliance with new standards for existing non-conforming structures and evacuation routes.
Safety Element – Emergency Response (Multi-Hazard)	
Policy 2.1.2	Health and Environmental Protection. Develop and implement procedures to protect the environment, sensitive species and public from potential health and safety hazards associated with disaster events, hazard mitigation and disaster recovery efforts.
Conservation Element – Erosion	
Policy 2	Continue to prevent or reduce erosion that will damage the watershed or beaches or will result in harmful sedimentation that might damage beaches or natural areas.
Conservation Element – Ocean	
Policy 1	Continue to reduce pollutant discharge into the bays from both natural and human sources.

Objective/Policy	Objective/Policy Description
	Framework Element – Chapter 9 Infrastructure and Public Services
Policy 9.3.2	Consider the use of treated wastewater for irrigation, groundwater recharge, and other beneficial purposes.
Objective 9.5	Ensure that all properties are protected from flood hazards in accordance with applicable standards and that existing drainage systems are adequately maintained.
Policy 9.5.1	Develop a stormwater management system that has adequate capacity to protect its citizens and property from flooding which results from a 10-year storm (or a 50-year storm in sump areas, a pit or hollow in which liquid collects).
Policy 9.5.2	Assign the cost of stormwater system improvements proportionately to reflect the level of runoff generated and benefits.
Policy 9.5.3	Implement programs to correct any existing deficiencies in the stormwater collection system.
Policy 9.5.4	Ensure that the City's drainage system is adequately maintained.
Objective 9.6	Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.
Policy 9.6.1	Pursue funding strategies which link the sources of revenues for stormwater system improvement to relevant factors including sources of runoff and project beneficiaries.
Policy 9.6.2	Establish standards and/or incentives for the use of structural and non-structural techniques which mitigate flood-hazards and manage stormwater pollution.
Policy 9.6.3	The City's watershed-based approach to stormwater management will consider a range of strategies designed to reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily be limited to: Support regional and City programs which intercept runoff for beneficial uses including groundwater recharge; Protect and enhance the environmental quality of natural drainage features; Create stormwater detention and/or retention facilities which incorporate multiple-uses such as recreation and/or habitat; On-site detention/retention and reuse of runoff; Mitigate existing flood hazards through structural modifications (flood proofing) or property by-out; Incorporate site design features which enhance the quality of off-site runoff; and Use land use authority and redevelopment to free floodways and sumps of inappropriate structures which are threatened by flooding and establish appropriate land uses which benefit or experience minimal damages from flooding.
Policy 9.6.4	Proactively participate in inter-agency efforts to manage regional water resources, such as the Santa Monica Bay Restoration Project, the Los Angeles River Master Plan, the Los Angeles River Parkway Project and the Los Angeles County Drainage Area Water Conservation and Supply Feasibility Study.
Objective 9.7	Continue to develop and implement a management practice-based stormwater program which maintains and improves water quality.
Policy 9.7.1	Continue the City's active involvement in the regional NPDES municipal stormwater permit.
Policy 9.7.2	Continue to aggressively develop and implement educational outreach programs designed to foster an environmentally aware citizenry.
Policy 9.7.3	Investigate management practices which reduce stormwater pollution to identify technically feasible and cost effective approaches, through: Investigation of sources of pollution using monitoring, modeling and special studies; Prioritization of pollutants and sources; Conducting research and pilot projects to study specific management practices for the development of standards; and Developing requirements which establish implementation standards for effective management practices.
Objective 9.9	Manage and expand the City's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses.
Policy 9.9.3	Protect existing water supplies from contamination and clean up groundwater supplies so those resources can be more fully utilized.
Policy 9.9.4	Work to improve water quality and reliability of supply from the State Water Project and other sources.

Objective/Policy	Objective/Policy Description
Policy 9.9.5	Maintain existing rights to groundwater and ensure continued groundwater pumping availability.
Objective 9.11	Ensure, to the maximum extent possible, the continued provision of water capacity, quality and delivery after an earthquake or other emergency.
Policy 9.11.1	Provide for the prompt resumption of water service with adequate quantity and quality of water after an emergency.

Source: City of Los Angeles. 2001. General Plan Framework Element.
City of Los Angeles. 2001. General Plan Conservation Element.
City of Los Angeles. 2021. General Plan Safety Element.

Low Impact Development Ordinance. In 2011, the City adopted a Citywide Low Impact Development Ordinance (LID Ordinance) that amended the City's existing Stormwater Ordinance (LAMC Section Nos. 64.70 and 64.72, discussed above). The LID Ordinance, effective May 12, 2012, and updated in September 2015 (Ordinance No. 183,833), enforces the requirements of the Los Angeles County MS4 Permit. LID is a stormwater management strategy with goals to mitigate the impacts of increased runoff and stormwater pollution as close to their source as possible; and that promotes the use of natural infiltration systems, evapotranspiration, and the reuse of stormwater.

The goal of LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. Through the use of various infiltration strategies, LID is aimed at minimizing impervious surface area. Where infiltration is not feasible, the use of bioretention, rain gardens, green roofs, and rain barrels that will store, evaporate, detain, and/or treat runoff can be used.[27]

The intent of LID standards is to:

- Require the use of LID practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff;
- Reduce stormwater/urban runoff while improving water quality;
- Promote rainwater harvesting;
- Reduce off-site runoff and provide increased groundwater recharge;
- Reduce erosion and hydrologic impacts downstream; and
- Enhance the recreational and aesthetic values in our communities.

27 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, *Planning and Land Development Handbook for Low Impact Development (LID), Part B: Planning Activities, 5th Edition*, 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed September 20, 2022.

The Citywide LID strategy addresses land development planning as well as storm drain infrastructure. Toward this end, LID is implemented through BMPs that fall into four categories: site planning BMPs, landscape BMPs, building BMPs, and street and alley BMPs. While the LID Ordinance and the BMPs contained therein comply with Los Angeles County MS4 Permit requirements for stormwater management, the MS4 requirements apply only to proposed new development and redevelopment of a certain size, primarily address stormwater pollution prevention as opposed to groundwater recharge and vary over time as the permit is reissued every five years. The LID Ordinance provides a consistent set of BMPs that are intended to be inclusive of, and potentially exceed, SUSMP standards, apply to existing as well as new development, and emphasize natural drainage features and groundwater recharge in addition to pollution prevention in receiving waters. The LID Ordinance requires the capture and management of the greater of an 85th percentile rain event or the first 0.75-inch of runoff flow during storm events defined in the City's LID BMPs, through one or more of the City's preferred LID improvements in priority order: on-site infiltration, capture and reuse, or biofiltration/biotreatment BMPs, to the maximum extent feasible.

Per the City's 2016 LID Handbook's Figure 3.3 and Section 4.1, the City's preferred LID improvement is on-site infiltration of stormwater, site since it allows for groundwater recharge and reduces the volume of stormwater entering municipal drains.[28] If project site conditions are not suitable for infiltration, the City requires on-site retention via stormwater capture and reuse. Should capture and reuse be deemed technically infeasible, high efficiency bio-filtration/ bioretention systems should be utilized. Lastly, under the LID Ordinance (LAMC Section 64.72 (C) 6), as interpreted in the LID Handbook, if no single approach listed in the LID Handbook is feasible, then a combination of approaches may be used.[29]

The LID Ordinance applies first to a project in lieu of SUSMP. If a large project cannot meet the requirements of the LID Ordinance, then SUSMP applies instead.

Los Angeles Floodplain Hazard Management Specific Plan Ordinance (No. 172,081). On April 14, 2021, the City adopted an update to the Los Angeles Floodplain Hazard Management Specific Plan Ordinance (No. 172,081). This amendment ensured that the Specific Plan Ordinance conforms to federal regulations and maps relating to the NFIP. Conformance to the requirements of the NFIP is necessary in order to participate in the program. Requirements of the ordinance include new construction and substantial

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28 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, *Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition,* 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed September 20, 2022.

29 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, *Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition,* 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed September 20, 2022.

improvements in flood-prone areas including service facilities to be designed to prevent water entry or accumulation; new or replacement water supply and sanitary sewer systems to minimize or eliminate infiltration and to require on-site waste disposal systems be located to avoid impairment or contamination; notification of neighboring communities of watercourse alterations or relocations; among other requirements.

2020 Floodplain Management Plan. The 2020 Floodplain Management Plan (FMP) identifies 78 flood hazard mitigation actions to mitigate impacts of flood hazards in the Los Angeles area. These include coordinating local floodplain management activities with federal, state, and regional programs, educating residents on the flooding hazard, loss reduction measures, and the natural and beneficial functions of floodplains, and fulfilling planning requirements for obtaining state or federal assistance.

Local Hazard Mitigation Plan. The Local Hazard Mitigation Plan (LHMP) is a regulatory document that includes long-term and short-term policies, programs, projects, and other activities to alleviate the death, injury, and property damage that can result from a disaster. The LHMP complies with federal and state hazard mitigation planning requirements to establish eligibility for funding under FEMA grant programs.

Los Angeles Municipal Code Section 62.105, Construction "Class B" Permit. Proposed drainage improvements within the street rights-of-way or any other property owned by, to be owned by, or under the control of the City, require the approval of a B-permit (LAMC Section 62.105). Under the B-permit process, storm drain installation plans are subject to review and approval by the Bureau of Engineering. Additionally, connections to the MS4 system from a property line to a catch basin or a storm drainpipe require a storm drain permit from the Bureau of Engineering.

Los Angeles Municipal Code Sections 12.40 through 12.43, Landscape Ordinance. In 1996, Ordinance No. 170,978 amended LAMC Sections 12.40 through 12.43 to establish consistent landscape requirements for new projects within the City. LAMC Section 12.40 contains general requirements, including a point system for specific project features and techniques in order to determine compliance with the Ordinance, and defines exemptions from the Ordinance. LAMC Section 12.41 sets minimum standards for water delivery systems (irrigation) to landscapes. LAMC Section 12.43 defines the practices addressed by the Ordinance, of which two are applicable to stormwater management. The Heat and Glare Reduction practice states among its purposes the design of vehicular use areas that reduce stormwater runoff and increase groundwater recharge. The Soil and Watershed Conservation practice is intended to encourage the restoration of native areas that are unavoidably disturbed by development; to conserve soil and accumulated organic litter and reduce erosion by utilization of a variety of methods; and to increase the "residence time of precipitation" (i.e., the time between the original evaporation and the returning of water masses to the land surface as precipitation) within a given watershed. Implementation guidelines

developed for the Ordinance provide specific features and techniques for incorporation into projects, and include water management guidelines addressing runoff, infiltration, and groundwater recharge. This Ordinance is incorporated into the LID Ordinance.

Los Angeles Municipal Code Section 64.70, Stormwater and Urban Runoff Pollution Control Ordinance. LAMC Section 64.70, the Stormwater and Urban Runoff Pollution Control Ordinance, was added by Ordinance No. 172,176 in 1998 and prohibits the discharge of unauthorized pollutants in the City. The Watershed Protection Program (Stormwater Program) for the City is managed by the Bureau of Sanitation along with all City Flood Protection and Pollution Abatement (Water Quality) Programs, including but not limited to, regulatory compliance, implementation, operations, reporting and funding. Section 64.70 sets forth uniform requirements and prohibitions for discharges and places of discharge into the storm drain system and receiving waters necessary to adequately enforce and administer all federal and state laws, legal standards, orders and/or special orders that provide for the protection, enhancement and restoration of water quality. Through a program employing watershed-based approaches, the regulation implements the following objectives:

1. To comply with all federal and state laws, lawful standards and orders applicable to stormwater and urban runoff pollution control;

2. To prohibit any discharge which may interfere with the operation of, or cause any damage to the storm drain system, or impair the beneficial use of the receiving waters;

3. To prohibit illicit discharges to the storm drain system;

4. To reduce stormwater runoff pollution;

5. To reduce non-stormwater discharge to the storm drain system to the maximum extent practicable; and

6. To develop and implement effective educational outreach programs designed to educate the public on issues of stormwater and urban runoff pollution.

The Ordinance applies to all dischargers and places of discharge that discharge stormwater or non-stormwater into any storm drain system or receiving waters. While non-stormwater discharge is generally prohibited under the County's Municipal NPDES Permit, adoption of the Ordinance allows enforcement by the Department of Public Works as well as the levy of fines for violations. General Discharge Prohibitions require that no person shall discharge, cause, permit, or contribute to the discharge any hazardous materials and substances (liquids, solids, or gases) into to the storm drain system or receiving

waters that constitute a threat and/or impediment to life and the storm drain system, singly or by interaction with other materials. A specific list of prohibited substances can be found under LAMC Section 64.70.

Under LAMC Section 64.70.02.D, Requirement to Prevent, Control, and Reduce Stormwater Pollutants, any owner of a facility engaged in activities or operations as listed in the Critical Sources Categories, Section III of the Board's Rules and Regulations shall be required to implement BMPs as promulgated in the Rules and Regulations. The owner/developer of a property under construction shall be required to implement the stormwater pollution control requirements for construction activities as depicted in the project plans approved by the Department of Building and Safety. In the event a specified BMP proves to be ineffective or infeasible, the additional and/or alternative, site-specific BMPs or conditions deemed appropriate to achieve the objectives of this Ordinance as defined in Subsection B of LAMC Section 64.70.

Los Angeles Municipal Code Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities. LAMC Section 64.72, Stormwater Pollution Control Measures for Development Planning and Construction Activities, was added by Ordinance 173,494 (LID Ordinance) in 2000 and sets forth requirements for construction activities and facility operations of development and redevelopment projects to comply with the requirements of the NPDES permit SUSMP requirements. The provisions of this section contain requirements for construction activities and facility operations of development and redevelopment projects to comply with the Land Development requirements of the Los Angeles County MS4 permit through integrating LID practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's Landscape Ordinance and other related requirements in the Development Best Management Practices Handbook. The LID Ordinance applies first to a project in lieu of SUSMP. If a large project cannot meet the requirements of the LID Ordinance, then SUSMP measures are applied.

Water Quality Compliance Master Plan for Urban Runoff. The Water Quality Compliance Master Plan for Urban Runoff (Water Quality Compliance Master Plan)[30] was developed by the Department of Public Works, Bureau of Sanitation, Watershed Protection Division, and was adopted in April 2009.

The Water Quality Compliance Master Plan addresses planning, budgeting, and funding for achieving clean stormwater and urban runoff for the next 20 years and presents an overview of the status of urban runoff management within the City. The Water Quality Compliance Master Plan identifies the City's four

30 City of Los Angeles Department of Public Works, Bureau of Sanitation, Watershed Protection Division, *Planning and Land Development for Low Impact Development (LID), Part B: Planning Activities, 5th Edition*, 2016, available online at: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed September 20, 2022.

watersheds; summarizes water quality conditions in the City's receiving waters as well as known sources of pollutants; summarizes regulatory requirements for water quality; describes BMPs required by the City for stormwater quality management; and discusses related plans for water quality that are implemented within the Los Angeles region, particularly TMDL Implementation Plans and Watershed Management Plans in Los Angeles.

4.9.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to hydrology and water quality if they would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner which would;
  - result in substantial erosion or siltation on- or off-site;
  - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
  - create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
  - impede or redirect flood flows;
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.9.4 METHODOLOGY

Baseline information for the analysis was compiled from a review of data and reports published by state agencies, environmental documents for projects in the vicinity, as well as information compiled and evaluated by the City of Los Angeles in conjunction with its stormwater management and hazard

mitigation programs. The result of the effort is a general and qualitative analysis of the types of hydrologic and water quality changes that could be expected relative to the implementation of the Proposed Plans.

The analysis of water quality impacts identifies the types of pollutants potentially associated with future development as a result of implementation of the Proposed Plans and considers their effects on water quality. Consideration is given to BMPs, which would serve to minimize pollutants in stormwater runoff. Further, the Proposed Plans' consistency with relevant regulatory permits/requirements is evaluated to demonstrate how compliance would protect water quality.

Independent of the CEQA process, there is a comprehensive regulatory framework implemented at the state and City level to reduce the impacts of effects related to storm drainage, urban pollutants, and flood hazards. Compliance with these regulations is required, not optional. Compliance must be demonstrated by the project proponent to have been incorporated in the project's design before permits for project construction would be issued. Based upon the comprehensiveness of the regulations and the requirement that compliance must be demonstrated to have been incorporated in the project's design before permits are issued, the assumption that compliance with all applicable laws, regulations, and standards is reasonable. Therefore, the analysis presented herein assumes compliance with all applicable laws, regulations, and standards.

This discussion of hydrology and water quality addresses impacts within the entire Harbor LA CPAs. The impact analysis was based on several factors, including the policies and land uses of the Proposed Plans, the degree to which existing land uses in the Harbor LA CPAs would change, and the thresholds of significance for hydrology and water quality.

In addition, the 2015 California Supreme Court decision in *CBIA v. BAAQMD*, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project. However, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze the impact of that exacerbated condition on future residents and users of a project, as well as other impacted individuals. The following thresholds of significance for hydrology and water quality are also analyzed consistent with this decision.

4.9.5 IMPACTS

Threshold 4.9-1 **Would implementation of the Proposed Plans violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

This impact would be less than significant.

Hydrology and water quality resources of concern within the Harbor LA CPAs are subject to the federal, State, and local standards and regulations protecting water quality and hydrological resources. The Proposed Plans and their implementing ordinances do not contain any specific guidelines or changes that would violate any water quality standards or waste discharge requirements. In addition, the Proposed Plans include a number of policies to support stormwater management and improve water quality. Individual development projects would be required to comply with applicable regulations, standards, and policies, which would prevent violations of water quality standards and waste discharge requirements. Regulations and policies that would apply to project construction and operational activities are discussed below.

Due to the existing urbanized nature of the Harbor LA CPAs, the rate and volume of stormwater runoff as an indirect result of the Proposed Plans would not result in a substantial increase in stormwater flows to the City's system that discharges into the Dominguez Channel Watershed. The Harbor LA CPAs are urbanized and only a small portion of the land in the Harbor LA CPAs is vacant or undeveloped.

As mentioned in the **Methodology** discussion, there is a comprehensive regulatory framework implemented at the state and City level to reduce the impacts of effects related to storm drainage, urban pollutants, and flood hazards. Compliance with these regulations is required, not optional. These standards in relation to the construction or operation of a development project within the Harbor LA CPAs are discussed in more detail below.

Construction (Temporary/Short-term)

Grading, excavation, and other construction activities associated with development projects within the Harbor LA CPAs could impact water quality due to erosion resulting from exposed soils that may be transported from the Harbor LA CPAs in stormwater runoff. In addition, construction activities have the potential to generate short-term water pollutants, including sediment, trash, construction materials, and equipment fluids. However, all construction activities are subject to NPDES GCASP permit requirements and the City's Stormwater and Urban Runoff Pollution Control Ordinance, which requires construction activities to comply with the requirements of the SUSMP to address stormwater pollution from construction and redevelopment projects.

The City enforces its SUSMP per NPDES permit requirements, to the maximum extent practicable through BMPs. As required by the SUSMP, all development projects (as applicable), including development projects that could be constructed in the Harbor LA CPAs, will be required to implement BMPs to control release of pollutants in stormwater runoff. The SUSMP identifies the types and size of private development

projects that are subject to these requirements (see the Regulatory Framework subsection above for the types of development that are subject to SUSMP requirements). Typical BMPs include:

- Using temporary de-silting basins to ensure that surface water flows do not carry significant amounts of onsite soils and contaminants downstream;
- Conducting construction vehicle maintenance in staging areas where appropriate controls have been established to ensure that fuels, motor oil, coolant, and other hazardous materials are not deposited into areas where they may enter surface water and groundwater;
- Restricting the use of chemicals that may be transferred to surface waters by stormwater flows or leach to groundwater basins through water percolation into the soil;
- Requiring that permanent slopes and embankments be vegetated following final grading;
- Installation of silt fences, erosion control blankets;
- Proper handling and disposal of wastes; and
- Installation of anti-tracking pads at site exits to prevent off-site transport of soil material.

Requirements of the SUSMP are enforced through the City's plan approval and permit process, and all new development projects are subject to City inspection. Compliance with the LAMC would ensure that construction does not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

For development projects where construction activities would disturb more than one acre of land, construction activities are also subject to NPDES GCASP requirements, which require the preparation and implementation of a SWPPP. Compliance with the City's Stormwater and Urban Runoff Pollution Control Ordinance, SUSMP requirements, and GCASP requirements would ensure that construction within the Harbor LA CPAs does not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

Construction activities, such as excavation for subterranean parking structures and foundation-laying for taller structures, may extend down into the water table necessitating de-watering of the soils to lower the water table. Depending on the method used for de-watering, displaced groundwater may need to be captured and discharged elsewhere, such as to man-made groundwater wells intended to store groundwater discharge. NPDES Order No. R42013-0095 establishes requirements for discharges of groundwater from construction dewatering to surface waters in coastal watersheds of Los Angeles and

Ventura County. The permit sets criteria for the quality of discharges, such as a maximum daily concentration of 75 milligrams (mg) per liter of suspended solids per day and an acceptable water pH[31] and temperature range, and criteria for the quality of the receiving water after it has received the discharge. The permit also requires that the discharger store potential pollutants in areas where they would not contribute to runoff and to contain, remove, and clean any spills of such materials immediately. Thus, impacts during construction would be ***less than significant***.

Operational (Long-term)

All development projects within the Harbor LA CPAs are required to comply with the LID Ordinance, Stormwater and Urban Runoff Pollution Control Ordinance, and NPDES permit requirements, which prohibit the discharge of pollutants, into the storm drain system or receiving waters, and require the implementation of BMPs to prevent, control and reduce stormwater pollutants. The City's Stormwater and Urban Runoff Pollution Control Ordinance requires future development to comply with the SUSMP requirements; integrate LID practices and standards for stormwater pollution mitigation; and maximize open, green, and pervious space on all development consistent with the City's landscape ordinance and other related requirements.

Required elements of the SUSMP include provisions for:

- Peak stormwater runoff discharge rates
- Conservation of natural areas
- Minimization of stormwater pollutants of concern
- Protection of slopes and channels
- Storm drain system stenciling and signage
- Properly designed outdoor material storage areas
- Properly designed trash storage areas
- Proof of ongoing BMP maintenance
- Design standards for structural or treatment control BMPs
- Provisions for individual priority project categories
- Limitations on use of infiltration BMPs

Therefore, implementation of LID and NPDES requirements, as well as compliance with the Stormwater and Urban Runoff Pollution Control Ordinance would ensure future development projects occurring under

[31] A generally accepted, pH is a measure of acidity or alkalinity; a pH of 7, the value for pure distilled water, is regarded as neutral; pH values from 7 to 0 indicate increasing acidity and from 7 to 14 indicate increasing alkalinity.

the Proposed Plans do not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

Furthermore, discharges associated with the Proposed Plans would not create pollution, contamination or nuisance as defined in CWC Section 13050 or cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. Additionally, discharge would not impair the waters of the State in a way that creates a hazard to public health or diminishes the community enjoyment of property. Implementation of the Proposed Plans would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Thus, impacts would be ***less than significant***.

Conclusion

Compliance with federal, state, and local regulations would serve to reduce impacts resulting from future development in the Harbor LA CPAs due to implementation of the Proposed Plans. Furthermore, the Proposed Plans do not introduce any features that would preclude implementation of or alter these policies and procedures in any way. Therefore, implementation of the Proposed Plans would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, and impacts would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.9-2 **Would implementation of the Proposed Plans substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the plans may impede sustainable groundwater management of the basin?**

This impact would be less than significant.

Construction (Temporary/Short Term)

While construction activities may use water (typically provided by LADWP) for varying purposes, the duration of such activities and the amount of water used is generally limited and would not have the potential to substantially decrease levels of groundwater supplies as construction activities are short-term and generally use less water than the future site use. **Section 4.17, Utilities and Service Systems,** of this EIR addresses sources of LADWP water as well as temporary increases in water use associated with construction activities and indicates that such uses would not be substantial in relation to groundwater supplies. Use of groundwater for construction would not reduce the yields of groundwater wells or well fields.

Future development in the Harbor LA CPAs would be subject to the stormwater quality BMPs. Implementation of the BMPs would ensure that surface water quality is effectively maintained so that stormwater infiltration, if any, would not represent a substantial risk to groundwater quantity or quality. In addition, compliance with the City's Stormwater and Urban Runoff Pollution Control Ordinance and NPDES GCASP permit requirements is mandatory. These regulations would ensure construction activities associated with future development would not substantially decrease the existing levels of groundwater supplies or interfere with groundwater recharge. Thus, implementation of the Proposed Plans would not have a significant impact on groundwater level in a way that would change potable water levels sufficiently. Thus, impacts related to groundwater supplies during construction would be ***less than significant***.

Operational (Long-Term)

The Harbor LA CPAs are located within the geographic boundaries of the West Coast Basin of the Los Angeles Coastal Plain Groundwater Basin, as shown in **Figure 4.9-2**. Implementation of the Proposed Plans would not involve direct groundwater withdrawal or injection that would create a net deficit in aquifer volume, yields or change the rate or direction of groundwater. In addition, implementation of the Proposed Plans would not result in a demonstrable or sustained reduction of groundwater recharge capacity, such that there would be a lowering of the local groundwater table level.

Water supply for residential and commercial uses in the Harbor LA CPAs are provided by LADWP. While LADWP does obtain some of its water from groundwater sources within the City of Los Angeles (approximately 8 percent from the most recent years for which data is available), the majority of the water

is provided by the Los Angeles Aqueduct and Metropolitan Water District (MWD).[32] The presence of industrial contamination, including Volatile Organic Compounds (VOCs) and other hazardous substances, has impeded the City's ability to exercise the full extent of its groundwater rights. Water quality problems associated with total dissolved solids (TDS), chloride, and hydrocarbon pollutants caused LADWP to discontinue utilizing its West Coast Basin facilities in 1980. Furthermore, declining groundwater levels and potential overdraft conditions have become additional concerns for local groundwater basins where decades of expanding urbanization, increasing impervious hardscape, and channelization of stormwater runoff have diverted natural groundwater recharge away from local aquifers. Aging wellfields and distribution system infrastructure have also presented challenges to the development and use of the City's local groundwater resources.[33] Locally, the City holds water rights in the San Fernando, Sylmar, Eagle Rock, Central, and West Coast Basins. All of these basins have been adjudicated by California courts and are governed by judicial decrees. LADWP currently has the right to withdraw 1,503 afy from the West Coast Basin, which accounts for approximately 1.4 percent of the City of Los Angeles' allowed groundwater withdrawal.

Although the Proposed Plans would increase development density along Transit Corridors, these areas of the Harbor LA CPAs are highly urbanized and covered largely by non-permeable surfaces (e.g., buildings, road, and parking lots) that interfere with groundwater recharge. Thus, any new development occurring during the lifetime of the Proposed Plans, whether more intense than existing conditions or not, would not result in a substantial increase in impervious surfaces that would further impact groundwater recharge. Further, new development has the potential to increase the permeable surface as new projects will be required to provide a certain amount of lot amenity space designed with a minimum amount of permeable surface. Implementation of the Proposed Plans may provide some benefits to groundwater recharge by replacing older development with new development subject to open space, landscaping, and stormwater BMP requirements that would increase pervious surfaces associated with development. In addition, as discussed in **Section 4.13, Public Services and Recreation**, the Proposed Plans include a number of policies to support the construction of new parks and green spaces that would also increase the amount of pervious surface and facilitate groundwater recharge. Thus, operational impacts related to groundwater supplies would be ***less than significant***.

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32 Los Angeles Department of Water and Power, *Urban Water Management Plan,* 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed September 20, 2022.

33 Los Angeles Department of Water and Power, *Urban Water Management Plan,* 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed September 20, 2022.

Conclusion

Implementation of the Proposed Plans would not deplete the groundwater supply or interfere substantially with groundwater recharge. Compliance with applicable water quality and stormwater regulations would ensure that impacts related to groundwater would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.9-3 **Would implementation of the Proposed Plans substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:**

- **i. result in substantial erosion or siltation on- or off-site?**
- **ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**
- **iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**
- **iv. impede or redirect flood flows?**

This impact would be less than significant.

Construction (Temporary/Short Term)

Construction activities occurring during the life of the Proposed Plans would occur within the developed portions of the Harbor LA CPAs. In these areas, grading for new structures is expected to consist of grading for foundations, building pads, access roads, and utility trenches. These types of construction activities could result in small, localized changes in surface drainage patterns that could cause increased erosion potential when soils are exposed during construction.

All earthwork and grading activities would require grading permits from the Department of Building and Safety that include requirements and standards designed to limit potential erosion and siltation. Additionally, earthwork and grading activities would be required to comply with applicable provisions of LAMC Chapter IX, Division 70, which addresses grading, excavations, and fills. This section of the LAMC also requires the preparation of a site-specific geotechnical report to evaluate soils issues for new development. Applicants of development projects will be required to comply with the recommendations contained within the geotechnical report. Additionally, all applicable developments must comply with LAMC Chapter VI, Article 4.4, Section 664.72, which governs pollutant control requirements and construction activity. Compliance with these precautions within the LAMC would reduce erosion and siltation potential within the Harbor LA CPAs.

As noted above in the Regulatory Framework discussion, all future development subject to NPDES permit requirements (e.g., projects over one acre) would be required to develop a SWPPP and SUSMP, which would ensure that future development within the Harbor LA CPAs would not result in changes to surface drainage patterns that could cause substantial increased erosion or siltation. The NPDES permit sets erosion control standards and requires implementation of nonpoint source control of surface drainage through the application of a number of BMPs to decrease the effects of erosion and sedimentation associated with grading. These BMPs are meant to reduce the amount of constituents, including eroded sediment, which enter streams and other water bodies. A SWPPP, as required by RWQCB as part of the NPDES permitting, describes the stormwater BMPs that would control the quality and quantity of stormwater runoff for any project that would potentially cause sedimentation to a receiving water body. NPDES permit requirements would ensure that future development within the Harbor LA CPAs would not result in changes to surface drainage patterns that could cause increased erosion or siltation. Thus, construction impacts related to drainage patterns would be ***less than significant***.

The Proposed Plans would not alter the existing drainage pattern of the Harbor LA CPAs through the alteration of the course of a stream or river. The Proposed Plans would preserve existing open space areas, including the public parks in the Harbor LA CPAs. The existing drainage patterns of open space would remain unchanged. The Proposed Plans would increase development potential, with the most potential proposed around and along transit corridors. Future development would be concentrated in areas of the Harbor LA CPAs containing impervious surfaces; therefore, implementation of the Proposed Plans would result in a negligible increase in impervious surfaces compared to existing conditions.

The Proposed Plans would not create or contribute to stormwater runoff that would exceed capacity of existing or planned stormwater drainage or result in substantial additional sources of polluted runoff. Future development associated with the Proposed Plans would be required to comply with the City's LID Ordinance, which requires all development or redevelopment that is 500 square feet or more in size to

capture and manage 100 percent of the first three-quarter-inch of stormwater on-site by implementing best management practices for on-site infiltration, capture and use, and biofiltration/bio-treatment to the maximum extent feasible. Adherence to the LID and applicable best management practices would ensure that future construction activities associated with the Proposed Plans would not exceed the capacity of existing storm drains or impede the existing flood flows in the Harbor LA CPAs.

Future development would be subject to the City's building codes, which establish design standards that deal with flood prevention and control. The City's zoning codes establish zoning designations that allow for floodplains and flood control facilities and City's LID Ordinance. Through the building permit application review and approval process, the City would be able to monitor and ensure the availability of sufficient drainage capacity. Compliance with the City's ordinances and regulations, as well as compliance with NPDES permit requirements, would ensure that future development during the lifetime of the Proposed Plans would not cause a substantial increase in the peak flow rates or volumes of stormwater runoff that would cause on-site or off-site flooding. Therefore, impacts related to surface runoff that would result in flooding on- or off-site are ***less than significant***.

Operational (Long Term)

Stormwater runoff is influenced by rainfall intensity, ground surface permeability, watershed size and shape, and physical barriers. The introduction of impermeable surfaces greatly reduces natural infiltration, allowing for a greater volume of runoff. In addition, paved surfaces and drainage conduits can accelerate the velocity of runoff, concentrating peak flows in downstream areas faster than under natural conditions. Significant increases to runoff and peak flow can overwhelm drainage systems and alter flood elevations in downstream locations.

Future development within the Harbor LA CPAs is expected to occur primarily as infill on previously developed or, to a lesser extent, underutilized or vacant sites. Implementation of the Proposed Plans would result in changes in uses and zoning. It would allow for an increase in development intensity in underutilized areas located near major community assets and along major corridors within the Harbor LA CPAs (i.e., Gardena Boulevard, Avalon Boulevard). For example, areas and parcels located within close proximity to the Harbor Gateway Transit Center would likely see an increase in development over the life of the Proposed Plans as a result of changes to zoning and development capacity. Any new development within the Harbor LA CPAs, regardless of building densities and lot coverage, would not result in a substantial increase in non-permeable surfaces such that surface drainage patterns would be altered. Further, new development has the potential to increase the permeable surface as new projects will be required to provide a certain amount of outdoor amenity space designed with a minimum amount of permeable surface. Thus, operational impacts related to drainage patterns would be ***less than significant.***

Conclusion. Compliance with state NPDES permit and applicable LAMC regulatory requirements, in combination with the City's standard grading and building permit requirements would minimize any potential water quality impacts from erosion and siltation. Additionally, future development during the lifetime of the Proposed Plans, regardless of building densities and lot coverage, would not result in a substantial increase in non-permeable surfaces such that surface drainage patterns would be altered. Therefore, implementation of the Proposed Plans would not cause changes in surface drainage patterns and surface water bodies in a manner that could cause erosion or siltation, contribute to runoff that would exceed the existing capacity or provide substantial additional sources of polluted runoff, or substantially increase the rate or amount of runoff in a manner which would result in on- or off-site flooding. Impacts related to changing drainage patterns would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.9-4 **Would implementation of the Proposed Plans in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

This impact would be less than significant.

Flood Plains

FEMA considers land that is subject to inundation by a 100-year flood to be a Special Flood Hazard Area. As previously discussed, **Figure 4.9-4** identifies areas located within a 100-year flood plain within the vicinity of the Harbor LA CPAs. The only Special Flood Hazard Areas designated within and adjacent to the Harbor LA CPAs include areas by the Dominguez Channel and near the Los Angeles Harbor. Any future development that would occur in the 100-year flood hazard zones would be subject to restrictions and requirements as part of the City's existing permitting process. Future development within the 100-year flood plain or floodway would be required to incorporate appropriate City and FEMA flood plain management measures in the design of new buildings, as specified in the Flood Hazard Specific Plan Guidelines and Floodplain Management Plan and enforced by the Department of Building and Safety. Flood plain management measures include, but are not limited to, requiring nonresidential development

in flood prone areas to be anchored and flood-proofed to prevent damage from a 100-year flood or elevated to at least one foot above the 100-year flood level. Flooding, which could occur on industrial land uses, could pose a risk to the release of pollutants into the environment. However, this condition already exists, and the Proposed Plans would not cause or exacerbate existing flood hazards, nor would the Proposed Plans significantly increase the risk of releasing pollutant due to inundation due to flood hazards. Furthermore, as described in **Section 4.8, Hazards and Hazardous Materials**, businesses that use, store or transport large quantities of hazardous materials are required to comply with health and safety, and environmental protection laws and regulations which require businesses handling or storing certain amounts of hazardous materials to prepare a hazardous materials business plan. The Proposed Plans include an inventory of hazardous materials used or stored on-site and establishes procedures in the event of the release of a hazardous material. In addition, the City participates in NFIP and provides emergency response services for flood events. The City's hazard mitigation planning and emergency response programs would continue to be implemented to reduce potential losses. These measures are expected to ensure against reasonably foreseeable damage and loss of property and human life. Impacts would be ***less than significant***.

Tsunamis

The Harbor Gateway CPA is located seven miles inland from the Pacific Ocean and is not located within a Tsunami Hazard Mitigation Zone. The Wilmington-Harbor City CPA is located along the coast of the Pacific Ocean. According to the City of Los Angeles Local Hazard Mitigation Plan, the Wilmington-Harbor City CPA includes some areas within a Tsunami Hazard Mitigation Zone. However, the Proposed Plans would not exacerbate the risk of releasing pollutants from potential tsunamis in the Harbor LA CPAs and impacts would be ***less than significant***.

Seiches

The only significant enclosed body of water within the Harbor LA CPAs is Machado Lake located within Ken Malloy Harbor Regional Park. The Proposed Plans do not include any major renovations of Machado Lake or Ken Malloy Harbor Regional Park. The Wilmington-Harbor City Plan includes Policy 3.3 which would protect and preserve habitat at Ken Malloy Harbor Regional Park. Actions taken to implement this policy would not exacerbate the risk of releasing pollutants from seiches in the Harbor LA CPAs. Impacts would be less than significant.

Inundation

Figure 4.9-4 identifies potential inundation areas located to the southwestern portion of the Harbor LA CPAs. Inundation from this area would be associated with a dam failure of the Palos Verdes Reservoir,

located over 3,000 feet to the west of the Wilmington-Harbor City CPA boundaries. The southwestern portion of the Wilmington-Harbor City CPA which is at risk for inundation is designated for various land uses, such as single- and multi-family residential, neighborhood commercial, and open space.

Pursuant to the California Water Code (CWC), the California Division of Safety of Dams oversees the design and construction of dams and conducts yearly inspections to ensure that the dams are performing and being maintained in a safe manner. In addition, the City's Local Hazard Mitigation Plan provides a list of existing programs, proposed activities, and specific projects that may assist the City in reducing risks and injury from natural and human-made hazards, including dam failure.[34] Additionally, the effect of flooding due to dam failure on the Wilmington-Harbor City CPA would be minimal due to the distance of the Wilmington-Harbor City CPA from the Palos Verdes Reservoir. No other large bodies of water are present in the immediate vicinity of the Harbor LA CPAs that are known risks.

Compliance with the existing regulatory requirements related to flood plain management would ensure implementation of the Proposed Plans would not place housing within a flood hazard area without incorporating proper floodplain management measures that are designed to ensure against foreseeable risk of loss or damage to property and human life. Therefore, implementation of the Proposed Plans for the Harbor LA CPAs would not exacerbate the risk of releasing pollutants compared to existing conditions and impacts related to placing housing within a flood hazard, tsunami, or seiche zone would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.9-5 Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

This impact would be less than significant.

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[34] City of Los Angeles, *Hazard Mitigation Plan*, 2018, available online at: https://emergency.lacity.org/sites/g/files/wph1791/files/2021-03/2018_LA_HMP_Final_2018-11-30.pdf, accessed September 19, 2022.

The *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* establishes water quality standards for ground and surface waters within the Los Angeles region, which includes the Harbor LA CPAs, and is the basis for the Los Angeles RWQCB's regulatory programs. The objective of the Basin Plan is to is to limit the degradation of water quality beyond the levels or limits established as water quality objectives; controllable conditions shall not cause further degradation of water quality.[35] As stated, the Harbor LA CPAs are located in the West Coast Basin.

Construction activities associated with future development under the Proposed Plans, such as excavation, could impact water quality within the West Coast Basin. As such, future development in the Harbor LA CPAs would be subject to federal, State, and local standards and regulations protecting water quality and hydrological resources. In addition, the Proposed Plans includes a number of policies to support stormwater management and improve water quality. Individual development projects would be required to comply with applicable regulations, standards, and policies, which would prevent violations of water quality standards and waste discharge requirements. Impacts related to obstruction of a water quality control plan would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.9.6 CUMULATIVE IMPACTS

The analysis of hydrology and water quality impacts resulting from the adoption and implementation of the Proposed Plans considers the effects of future growth and development throughout the geographic extent of the Proposed Plans. The cumulative context for the analysis of hydrology and water quality impacts is a function of the type of impact and geographic considerations. Some cumulative impacts may have a broad, regional context, while others may be limited by site-specific conditions or location. Cumulative development resulting from planning efforts that include the RTP/SCS, adjacent community plans, and the Proposed Plans contribute to cumulative impacts.

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35 Los Angeles Regional Water Quality Control Board, *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*, Chapter 3 Water Quality Objectives, available online at: https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/2020/Chapter_3/Chapter_3.pdf, accessed July 6, 2023.

Water Quality Impacts. The Proposed Plans along with cumulative projects could result in significant impacts related to water quality if development were to result in substantial decreases in water quality. All development within the Dominguez Channel and Los Angeles Harbor Watershed is required to conform to applicable Waste Discharge Requirements (WDRs) that are imposed by the City and County of Los Angeles. Stormwater runoff from cumulative development in the watershed, including development that could be facilitated by the Proposed Plans, could contribute to water quality impairments if measures are not implemented to minimize pollutant levels in runoff. However, all future development, including projects that could be constructed in the Harbor LA CPAs (as applicable), are required to implement operational BMPs to control the release of pollutants in stormwater runoff per NPDES GCASP permit and SUSMP requirements, and also comply with all applicable local regulations. Requirements of the SUSMP are enforced through the City's plan approval and permit process, and all new development projects are subject to City inspection. Furthermore, all applicable projects must comply with LAMC Chapter VI, Article 4.4, Section 64.72, which governs pollutant control requirements and construction activity requirements. Future development resulting from implementation of the Proposed Plans would occur primarily as infill on previously developed or vacant sites, the nature of which would not significantly change the types or amounts of pollutants in stormwater runoff. Therefore, the Proposed Plans would not make a cumulatively considerable contribution to impacts on water quality.

Groundwater Impacts. The Proposed Plans along with cumulative projects could result in significant impacts related to groundwater supply and recharge if development substantially impeded groundwater recharge and/or resulted in contaminated groundwater. Future development in the Harbor LA CPAs and in the City would be subject to the City's stormwater quality BMPs, Stormwater and Urban Runoff Pollution Control Ordinance, and NPDES GCASP permit requirements. These regulations would ensure construction activities associated with future development would not substantially deplete groundwater supplies or interfere with groundwater recharge. Other jurisdictions located within the groundwater basin would also be subject to federal, State regional, and local regulations and requirements, including NPDES GCASP permit. Furthermore, based on the urbanized state of the City, future development in already developed areas would not result in demonstrable or sustained reduction of groundwater recharge capacity, such that there would be a lowering of the local groundwater table level. Future development in the City would occur primarily as infill on previously developed or vacant sites. Therefore, the Proposed Plans would not make a cumulatively considerable contribution related to groundwater supply and recharge.

Drainage, Runoff, and Localized Flooding Impacts. The Proposed Plans along with cumulative projects could result in significant impacts related to drainage, runoff, and localized flooding if such development significantly increased the need for drainage, significantly increased runoff and/or localized flooding or if

it made conditions worse than they would otherwise be. The area of impact for cumulative impacts would be the extensive storm drain system operated by the City of Los Angeles, which is described in the Environmental Setting above. Stormwater flows from the Harbor LA CPAs currently combine with those from surrounding development in the greater Los Angeles area and are discharged into the storm drain system that conveys flows to Dominguez Channel and Los Angeles Harbor. LAMC Section 17.05(M) prescribes performance standards for storm drain systems, which would apply to cumulative development contributing flows to the system. Open space areas in the Harbor LA CPAs would be preserved, and future development would be concentrated in areas of the Harbor LA CPAs already containing impervious surfaces. Therefore, flows from areas of future development are already accounted for in system capacity. Potential development projects that could be implemented under the Proposed Plans would not result in substantial increases in impervious surfaces. Therefore, the rate and volume of stormwater flows from the Proposed Plans would represent a negligible contribution to system flows. The Proposed Plans would not make a cumulatively considerable contribution related to drainage, runoff, and flooding.

Impacts Related to 100-year Flood Hazard Areas. The Proposed Plans along with cumulative projects could result in significant impacts related to 100-year flood hazard areas if such development increased the likelihood of a 100-year storm event or if it made such an event worse. The area of impact for cumulative impacts would be the incorporated boundary of the City of Los Angeles, which participates in the NFIP and provides emergency response services for flood events. Other adjacent jurisdictions that have areas within a 100-year flood plain also participate in NFIP and provide emergency response service for flood events. As previously discussed, and as shown in **Figure 4.9-4**, the only Special Flood Hazard Areas designated within and adjacent to the Harbor LA CPAs include the areas by the Los Angeles Harbor.

Future development within the 100-year flood plain or floodway would be required to incorporate appropriate City and FEMA flood plain management measures in the design of new buildings as specified in the Flood Hazard Specific Plan Guidelines and Floodplain Management Plan and enforced by the Department of Building and Safety. Compliance with these existing regulatory requirements would ensure the Proposed Plans would not place housing within a flood hazard area without incorporating proper measures and reducing this impact to less than significant. In addition, the City's hazard mitigation planning and emergency response programs would also continue to be implemented to reduce potential losses. As previously discussed under **Impact 4.9-4**, the Proposed Plans would not make a cumulatively considerable contribution related to 100-year flood hazard areas.

Inundation and Mudslide Impacts. The Proposed Plans along with cumulative projects could result in significant impacts related to seiche, inundation, and mudslides if such development increased the likelihood of seiche, inundation and/or mudslides or made such events worse. The City of Los Angeles and nearby jurisdictions participate in the NFIP and provide emergency response services for flood events.

Cumulative development could be at risk of dam failure inundation or mudflow/mudslide, depending on location. However, as there are no dams located within the Harbor LA CPAs, the Proposed Plans would not result in physical changes that would alter or redirect dam flooding or flow directions for mudslides/mudflows or exacerbate existing conditions with respect to the risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. New industrial development in the 100-year flood hazard zones would be subject to restrictions and requirements as part of the City's existing permitting process. Future development within the 100-year flood plain or floodway would be required to incorporate appropriate City and FEMA flood plain management measures in the design of new buildings, as specified in the Flood Hazard Specific Plan Guidelines and Floodplain Management Plan and enforced by the Department of Building and Safety. Flood plain management measures include, but are not limited to, requiring nonresidential development in flood prone areas to be anchored and flood-proofed to prevent damage from a 100-year flood or elevated to at least one foot above the 100-year flood level. The location of future development and potential impact related to dam failure or mudflow/mudslide would be evaluated on a case-by-case basis during the permitting process to ensure proper siting of facilities and project design. Cumulative population growth could result in an increase in the number of people and structures exposed to hazards; however, the City and other nearby jurisdictions' hazard mitigation planning and emergency response programs would continue to be implemented to reduce potential losses. The Proposed Plans would have no impact related to physical changes that would alter or redirect dam flooding or flow directions for mudslides/mudflows or exacerbate existing conditions with respect to the risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. The Proposed Plans would not make cumulatively considerable contributions to impacts related to seiche, inundation, and mudslides.

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4.10 LAND USE AND PLANNING

INTRODUCTION

This section provides an overview of land use and planning policy within the Harbor Gateway Community Plan Area and the Wilmington-Harbor City Community Plan Area, collectively identified as the Harbor LA Community Plans Areas (CPAs), and evaluates the impacts associated with the Harbor LA Community Plans Update includes the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan, hereinafter, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans." Topics addressed include the potential for the Proposed Plans to divide an established community, and whether the Proposed Plans would conflict with any applicable land use plan, policy, or regulations.

4.10.1 EXISTING ENVIRONMENTAL SETTING

The Harbor LA CPAs are located in the City of Los Angeles in the southern portion of the City. The Harbor LA CPAs are geographically contiguous, sharing a common boundary along Sepulveda Boulevard. The combined area of the Proposed Plans is approximately 15.3 square miles. The Harbor Gateway CPA encompasses approximately 5.1 square miles (3,264 acres) and is situated in the southern portion of Los Angeles. The Harbor Gateway CPA is a narrow corridor which links the City's harbor communities to the main body of the City. The Harbor Gateway CPA is generally bound on the north by 120th Street, on the south by Sepulveda Boulevard, on the west by Vermont Avenue and Western Avenue, and on the east by Figueroa Street and Normandie Avenue. The Harbor Gateway CPA is bordered by the communities of South and Southeast Los Angeles to the north (at 120th Street); the cities of Gardena and Torrance to the west; and Carson and unincorporated Los Angeles County to the east. Immediately to the south of the Harbor Gateway CPA at Sepulveda Boulevard is the Wilmington-Harbor City CPA, which encompasses approximately 10.2 square miles (6,481 acres) and is situated in the far southern portion of Los Angeles, near the Los Angeles Harbor. The Wilmington-Harbor City CPA is generally bound on the north by Sepulveda Boulevard and Lomita Boulevard, on the south by Harry Bridges Boulevard and Port of Los Angeles, on the west by Western Avenue, and on the east by the City of Long Beach. The Wilmington-Harbor City CPA is bordered by the communities of Harbor Gateway to the north; San Pedro and the Port of Los Angeles to the south; and is adjacent to the cities of Torrance, Lomita, and Rancho Palos Verdes to the west; and the cities of Carson, Long Beach, and unincorporated Los Angeles County to the east.

The Harbor LA CPAs contain primarily low-density residential neighborhoods, as well as multiple centers of commercial and industrial activity. The Harbor LA CPAs contain approximately 2,905 acres of land designated exclusively for residential use, and approximately 832 acres of land that allows residential uses,

totaling 3,737 acres. Of this total, the vast majority of the residential uses are comprised of Low Residential Land Use, which provide single family housing, typically set away from centers of activity. The building form is low scale. The minimum size of each lot is 5,000 square feet and residential density is limited to one unit per lot. The Low Residential areas make up 28 percent of the Harbor Gateway CPA and 18 percent of the Wilmington-Harbor City CPA. This residential typology is found throughout the Harbor LA CPAs. Medium-density residential uses can be found throughout the Harbor Gateway CPA and clustered in the western portion of the Wilmington-Harbor City CPA.

Within the Wilmington-Harbor City CPA, commercial uses are concentrated along major corridors, such as Pacific Coast Highway, Anaheim Street, and Avalon Boulevard. Commercial development along the major thoroughfares includes strip malls and one- to three-story commercial buildings. The majority of these earlier resources date from the early 1920s through the late 1930s. Later commercial buildings are interspersed throughout the rest of the Wilmington-Harbor City CPA. Institutional resources occurring throughout the Wilmington-Harbor City CPA include religious buildings and schools and are located within residential neighborhoods or along commercial corridors.

Within the Harbor Gateway CPA, commercial uses are primarily located along Gardena Boulevard and Carson Street and at major intersection nodes along Vermont Avenue and Figueroa Street. Commercial development includes one- to three-story buildings dating from the 1910s and 1920s. Later commercial development along major thoroughfares include drive-in commercial strips and one- to three-story commercial buildings. There is currently one designated Regional Center in the Harbor LA CPAs, it is located in the Harbor Gateway CPA in the area surrounding 190th Street and Vermont, which contains the Harbor Gateway Regional Transit Center and a variety of local and regional businesses. The large regional center is home to corporate headquarters for international companies, financial institutions, logistic centers, and a major retail shopping center. Institutional resources within the Harbor Gateway CPA are more closely linked to the Cities of Torrance or Gardena. However, there are several schools and religious institutions located throughout the CPA, with a particular concentration within the Regional Center area.

Industrial uses make up a significant portion of the Harbor LA CPAs: 26 percent of the Harbor Gateway CPA and 35 percent of the Wilmington-Harbor City CPA, for a total of 247 acres of industrial land. In the Harbor Gateway CPA, the industrial areas are scattered throughout the CPA but are generally concentrated where Interstates 405 and 110 intersect, particularly along the eastern boundary of the Harbor Gateway CPA on Figueroa Street, in the vicinity of 190th Street and Del Amo Boulevard, and along the southern boundary of the Harbor Gateway CPA on Sepulveda Boulevard. Industrial uses within the Wilmington-Harbor City CPA are largely concentrated in the southern and eastern portions of the CPA, adjacent to the Port of Los Angeles. Additionally, there are a few small pockets of manufacturing uses located throughout the western portion of the Wilmington-Harbor City CPA, such as 240th Street, between Western Avenue

and Frampton Avenue. The Wilmington-Harbor City CPA includes large petroleum refineries at the following locations: Anaheim Street and Gaffey Street; Anaheim Street, east of Henry Ford Avenue; and Pacific Coast Highway, east of Alameda Street. Heavy trucking, rail operations and shipping container yards significantly contribute to the visual character of the Wilmington-Harbor City CPA's industrial areas.

Within the Harbor Gateway CPA there are two Environmental Protection Agency designated Superfund sites: the Del Amo Hazardous Waste Site and Montrose Chemical Superfund Site. Both sites are currently undergoing remediation. However, the presence of these superfund sites has created land use and quality of life challenges for the Harbor LA CPAs due to the long-term negative impacts on the soil and local groundwater contamination below the sites. This has resulted in limitations on land use opportunities, especially housing development. In addition to the superfund sites there are 40 additional sites that have previously contained industrial activities that have resulted in environmental conditions that could potentially result in exposure to hazardous substances and make those sites unsuitable for housing. These properties are identified by the City within the adopted 2018 General Plan Amendment (CPC-2018-4236-GPA), which provides a footnote to the Harbor Gateway Land Use Map prohibiting residential development and preserves the industrial lands for retention and expansion, and the Zoning Information File (**Appendix C, General Plan Amendment and Zoning Information**). Additionally, there are existing Zoning Information Files (ZI's: 1192 and 2354) that notify owners and applicants of potential hazardous exposure and advise applicants to coordinate future plans with the Department of Toxic Substance Control.

The Harbor LA CPAs are mostly built out but do contain land designated as Open Space. Open Space makes up two percent of the Harbor Gateway CPA and is located throughout the CPA. Open Space makes up 17 percent of the Wilmington-Harbor City CPA, primarily within Ken Malloy Harbor Regional Park, Wilmington Waterfront Park and Banning Park. Other smaller parks are located throughout the Wilmington-Harbor City CPA. The largest of the open space resources, Ken Malloy Harbor Regional Park is approximately 231 acres and contains both passive and recreational uses, serving both local and regional user groups. The park is identified as a Significant Ecological Area. Significant Ecological Areas are areas officially designated by Los Angels County Planning and are deemed to include irreplaceable biological resources.

The Harbor LA CPAs' transportation system includes a circulation network of freeways, highways, and surface roadways; a public transit system; bicycle routes; and a pedestrian circulation system of sidewalks and crosswalks. Major freeways include I-110, SR-91, I-405, I-710, SR-103, and the Pacific Coast Highway. The street network is composed of arterial streets (Boulevards and Avenues), collectors, City-designated scenic highways, divided streets, and local streets. Generally, the streets are laid out along a north-south and east-west grid pattern. Most residential areas have easy access to the major commercial corridors and major arterials that connect to other areas.

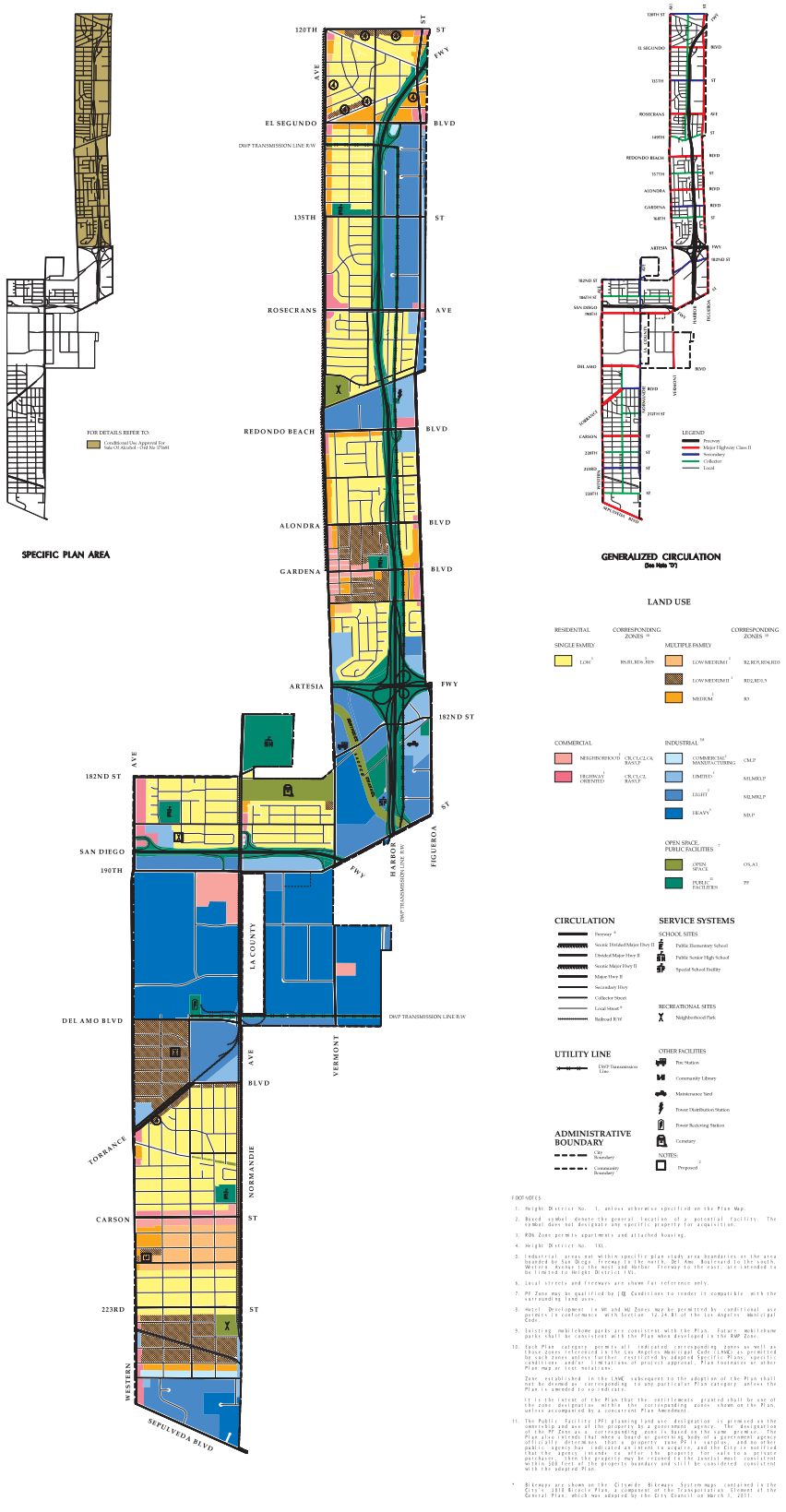
The public transit system is not extensive, but there are several local bus lines that provide transit service primarily along segments of Western Avenue, Normandie Avenue, Vermont Avenue, Gardena Boulevard, Pacific Coast Highway, Anaheim Street and Avalon Boulevard. The Los Angeles County Metropolitan Transportation Authority, branded as Metro, is the county agency that plans, operates, and coordinates funding for most of the public transportation system in Los Angeles County. Metro offers local bus service along Vermont Avenue, the neighboring Metro C Line (Green) light rail transit, and the Metro J Line (Silver) bus rapid transit which travels along the 110 Freeway with stations at Rosecrans Boulevard, the Harbor Gateway Transit Center and at Pacific Coast Highway. Within the Harbor LA CPAs, there are several Class II and Class III Bike Lanes on Vermont Avenue, Figueroa Street, and Lomita Boulevard. There is an extensive network of Class II Bike Lanes in the southern portion of Wilmington. Additionally, there is one Class I Bike Path along the Dominguez Channel.

The existing General Plan land use designations for the Harbor LA CPAs are shown in **Figure 4.10-1, Existing Harbor Gateway General Plan Land Use Designation,** and **Figure 4.10-2, Existing Wilmington-Harbor City General Plan Land Use Designations**. **Table 4.10-1, Existing Land Use Designations,** lists the land use designation acreages and their percentages for the existing Harbor Gateway and Wilmington-Harbor City community plans. Additionally, an Oil Drilling Supplemental Use District ("O" District) has been established over the majority of the Wilmington-Harbor City CPA. The Wilmington-Harbor City CPA contains the Wilmington Oil Field, which is the third largest oil field in the contiguous United States. The oil field has the highest number of oil well sites within the City of Los Angeles. There are three oil refineries, along with oil extraction and related activities within the Wilmington-Harbor City CPA.

Table 4.10-1
Existing Land Use Designations

	Harbor Gateway		Wilmington-Harbor City	
Land Use	**Acreage**	**Percentage**	**Acreage**	**Percentage**
Residential	1,259	39	2,203	34
Commercial	129	4	389	6
Industrial	1,259	39	2,463	38
Public / Semi-Public	484	15	454	7

Source: City of Los Angeles, Impact Sciences, 2022.



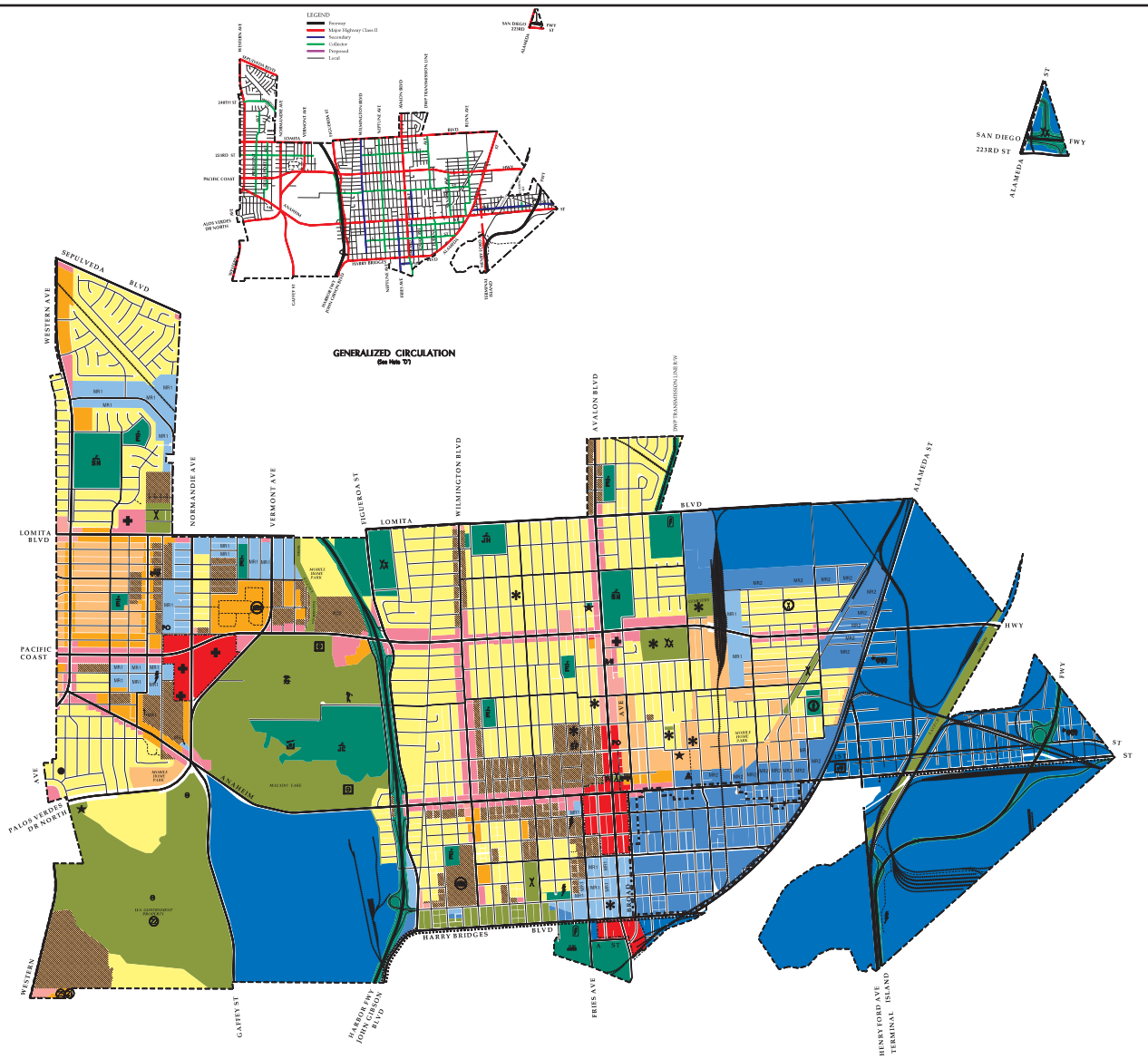
SOURCE: City of Los Angeles, 2022

FIGURE **4.10-1**

IMPACT SCIENCES

Existing Harbor Gateway General Plan Land Use Designations

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FOOT NOTES :

1. Gross acreage includes abutting streets.
2. Maximum height of 30 feet from adjacent grade.
3. Only the R2 zone is proposed within the area designated for Low Medium I Density Housing and located generally easterly of Western Avenue and westerly of Bellsporte Avenue, from 235th Street to 236th Street, in order to retain existing neighborhood characteristics and scale.
4. Medium density housing developments (but not including special housing developments designed exclusively for elderly or handicapped persons) shall be calculated as to permitted maximum density on the basis of not more than one dwelling unit per each three hundred square feet of lot area, and shall have a maximum height of 3 stories and 45 feet from adjacent grade.
5. No new billboard signs shall be erected within 500 feet of any lot located in an "A" or "R" Zone.
6. Maximum height of 8 stories and 45 feet from adjacent grade and maximum 1.5:1 floor area ratio.
7. Except for hotels, motels, and apartment hotels, residential development on properties designated for Limited, Highway Oriented or Neighborhood and Office Commercial uses shall comply with the use and area provisions of the RD1.5 zone. The development of any hotel, motel or apartment hotel may be approved through a conditional use procedure pursuant to Section 12.24C of the Municipal Code provided such development does not exceed a project density of one guest room per 300 square feet of lot area and is found not be detrimental to the peace, health, safety and general welfare of the surrounding neighborhood. In approving the development of any such hotel, motel or apartment hotel the appropriate decision-makers may impose conditions deemed necessary to protect the best interest of surrounding property or the adjacent neighborhood or to secure an appropriate development in harmony with the objectives set forth in this Plan. The development of any hotel, motel or apartment hotel shall not be approved on the properties designated for Limited Commercial uses.
8. Maximum height of 3 stories and 45 feet from the adjacent grade and maximum 1.5:1 floor areas ratio.
9. Properties designated for Community Commercial uses shall be restricted for commercial and parking uses, except developments combining residential and commercial uses may be permitted in accordance with the procedures for conditional use. Such combined residential and commercial development shall require findings that land uses surrounding the proposed development site will not be inimical to health, safety, and welfare of prospective residents of such quarters. In approving such combined residential and commercial development, the appropriate decision makers may impose conditions necessary to assure that the proposed development is compatible with existing and future development and zoning and consistent with the intent and objectives of the Plan.
10. Maximum height of 3 stories and 45 feet from adjacent grade and maximum 1.5:1 floor area ratio, except unlimited height and maximum 1.5:1 floor area ratio shall be permitted for oil refineries.
11. Maximum height of 3 stories and 45 feet from adjacent grade and maximum 3:1 floor area ratio within the Wilmington Industrial Park.
12. These areas proposed for the MR1 or MR2 zoning classifications are specifically identified on the Plan Map.
13. The Public Facility (PF) planning land use designation is premised on the fact that the property is owned by a public agency and that the zone in which the PF Zone as a corresponding zone is based on the same premise. The Plan also intends that when a board or governing body of a government agency officially determines that a property zone PF is surplus, and no other public agency has indicated an intent to acquire, and the City is notified that the agency intends to offer the property for sale to a private purchaser, then the property may be rezoned to the zone(s) most consistent within 500 feet of the property boundaries and still be considered consistent with the adopted Plan.
14. Local streets and freeways are shown for reference only.
15. Boxed symbols denote the general location of a potential facility. The symbol does not designate any specific property for acquisition.
16. Circled symbol indicates need for upgrading. Upgrading could involve streets improvements, replacement of facilities.
17. A height district change may be permitted to allow maximum height of 6 stories and 75 feet from adjacent grade and a maximum 3:1 floor area ratio for hospitals and medical offices, subject to appropriate mitigation measures being implemented to assure an compatibility and to control the effects of traffic generation on surrounding streets and neighborhoods.
18. Industrial uses which do not adversely impact residential uses are the preferred uses on land designated for Industrial Development. Heavy industrial uses on individual properties shall be approved through a procedure similar to a conditional use. Such development proposals shall be evaluated, in part, for any potentially adverse project impacts upon the physical and human environment in the general vicinity, adverse impacts upon the circulation system, and as to how such proposals relate to other goals, objectives, and policies set forth in this Plan. In no instance should such proposed developments be approved if they would result in significant adverse impacts, after all potentially adverse project impacts to a level where no significant effect upon the environment will result from project operations.

   Heavy industrial uses existing on this area on the adoption date of this Plan may be upgraded, relocated, rearranged, replaced, converted or altered, or new facilities may be constructed on an individual lot without discretionary approval provided that the use does not occupy more land area than was occupied, enlarged, altered, or expanded beyond 20% of its current capacity.
19. No increase in density for the Normont Terrace and Dana Strand Village public housing projects shall be affected unless a project rehabilitation or modernization plan provides a mix of both low- and moderate-income family and market rate housing units, and it is determined that surrounding streets and highways can accommodate the traffic generated.
20. The planning boundary of the Wilmington-Harbor City Community Plan should be modified in future Plan updates to exclude the area south of Harry Bridges Boulevard, between Lagoon Avenue and Figueroa Street, and the area west of Henry Ford Avenue between the Cerritos Channel and the north arm of the East Basin. These areas are largely devoted to Port-related uses and should be governed by the land use designations in the planning boundary of the Port Of Los Angeles Elements of the City's General Plan.
21. Maximum height of any building shall not exceed 30.5 feet from the natural or finished grade, whichever is lower.
22. The portion of the U.S. Naval Reservation which is designated Open Space is intended to correspond to the A1 zone.
23. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
24. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by the Plan category. Additional proposed Specific Plan provisions, conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.

   Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate.

   It is the intent of the Plan that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.
25. Notwithstanding Footnote Nos. 6 and 7 above, for property located at 24000 S. Western Avenue, as identified per Case No. CPC-2004-3708-ZC-CPA-ZAA-SPR, residential development shall not exceed 156 dwelling units, 4 feet in height, and a maximum floor area of 194,080 square feet.

* Bikeways are shown on the Citywide Bikeways System maps contained in the City's 2010 Bicycle Plan, a component of the Transportation Element of the General Plan, which was adopted by the City Council on March 1, 2011.

SOURCE: City of Los Angeles, 2022

FIGURE **4.10-2**

Existing Wilmington-Harbor City General Plan Land Use Designations

IMPACT SCIENCES

4.10.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Land Use and Planning at the state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- California Government Code Section 65302 (General Plan)
- Senate Bill 375
- Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
- City of Los Angeles General Plan
- Framework Element and relevant Chapters
- Circulation Element - Mobility Plan 2035
- Housing Element
- Los Angeles Municipal Code
- Overlays
- Specific Plans
- Redevelopment Plans
- Plan for a Healthy LA
- Citywide Design Guidelines

State

California Government Code Section 65302 (General Plan). California law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. As stated in Section 65302 of the California Government Code, "The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principle, standard, and plan proposals." While a general plan will contain the community vision for future growth, California law also requires each plan to address the mandated elements listed in Section 65302. The mandatory elements for all jurisdictions are land use, circulation, housing, conservation, open space, noise, safety, and environmental justice.

Senate Bill 375. On September 30, 2008, Senate Bill (SB) 375 was instituted to help achieve Assembly Bill (AB) 32 goals through regulation of cars and light trucks. SB 375 aligns three policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) achievement of greenhouse gas (GHG)

emission reduction targets for the transportation sector set forth in AB 32. It establishes a process for the California Air Resource Board (CARB) to develop GHG emission reduction targets for each region (as opposed to individual local governments or households). SB 375 also requires Metropolitan Planning Organizations (MPO), such as SCAG, to prepare a Sustainable Communities Strategy (SCS) within the Regional Transportation Plan (RTP) that guides growth while taking into account the transportation, housing, environmental, and economic needs of the region. SB 375 uses California Environmental Quality Act (CEQA) streamlining as an incentive to encourage residential or mixed-use residential projects, which help achieve AB 32 goals to reduce GHG emissions.

State Density Bonus Law (Government Code Section 65915). The State Density Bonus law (signed into law in 1979) requires jurisdictions to provide applicants with a density bonus and incentives or concessions for the production of housing development in which affordable housing is also provided. Eligible projects include housing developments with 10 percent or more housing for lower income households, 5 percent or more of the housing for very low-income households, senior citizen housing, and 10 percent of the total dwelling units provided as affordable housing in condominium projects. The City has implemented the State Density Bonus Law in various municipal code sections of the LAMC.

On September 27, 2014, Governor Brown signed AB 2222, which amended sections of the State Density Bonus Law (Government Code Section 65915). AB 2222 requires that density bonus projects resulting in a loss of existing affordable and otherwise locally-regulated (i.e., rent-stabilized) housing units replace those units one-for-one. It also extends the affordability period from 30 to 55 years and expands the use of equity sharing in for-sale units. Several other clarifications of the existing law are also included, but they were not judged to represent a change to current City policy.

Complete Streets Act. Assembly Bill 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by former Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists. At the same time, the California Department of Transportation (Caltrans) unveiled a revised version of Deputy Directive 64, an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

Regional

SCAG RTP/SCS. On September 3, 2020, the Southern California Association of Governments Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal. The 2020-2045 RTP/SCS presents a long-term transportation vision through the year 2045 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The 2020-2045 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. SCAG's overarching strategy for achieving its goals is integrating land use and transportation. SCAG policies are directed towards the development of regional land use patterns that contribute to reductions in vehicle miles and improvements to the transportation system. Rooted in past RTP/SCS plans, Connect SoCal's "Core Vision" centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. The RTP/SCS's "Key Connections" augment the "Core Vision" to address challenges related to the intensification of core planning strategies and increasingly aggressive greenhouse gas reduction goals, and include but are not limited to, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include but are not limited to a five percent reduction in vehicle miles traveled (VMT) per capita and vehicle hours traveled by nine percent, increase in work-related transit trips by two percent, create more than 264,500 new jobs, reduce greenfield development by 29 percent, and, building off of the 2016-2040 RTP/SCS, increase the share of new regional household growth occurring in High Quality Transit Areas (HQTA's) by six percent and the share of new job growth in HQTAs by 15 percent.

Regional Housing Needs Assessment (RHNA). The RHNA is a key tool used by SCAG and its member governments to plan for growth. The 6th cycle Final RHNA Allocation Plan was adopted by the SCAG Regional Council on March 22, 2021 (then updated July 1, 2021) and quantifies the need for housing within each jurisdiction between October 2021 and October 2029.[1] Communities then plan and determine how they will address this need through the process of completing the housing elements of their general plans. The RHNA allows communities to anticipate growth, so that they can grow in ways that enhance quality of life, improve access to jobs, transportation and housing, and not adversely impact the environment. The RHNA is produced periodically by SCAG, as mandated by State law, to coincide with the region's schedule

[1] Southern California Association of Governments, *6th Cycle Final RHNA Allocation Plan*, 2021, available online at: https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1625161899, accessed on September 14, 2022.

for preparing housing elements. It consists of two measurements: 1) existing unmet needs for housing and 2) future need for housing. Factors, such as overcrowding and cost burden, were included to better account for the deficit, which resulted in significantly larger 6th RHNA cycle allocations.[2] The City of Los Angeles's 2021-2029 Housing Element must accommodate a total of 456,643 units, of which 184,721 units must be affordable to lower income households (Very Low and Low levels).[3]

Local

City of Los Angeles General Plan. The City of Los Angeles General Plan (General Plan), originally adopted in 1974, sets forth goals, objectives, policies, and programs to provide an official guide to the future development of the City, while integrating a range of state-mandated elements,[4] including Land Use, Circulation (Mobility Plan 2035), Housing, Conservation, Open Space, Safety, Noise, Air Quality, and Environmental Justice (Plan for a Healthy Los Angeles or Health and Wellness Element). The City's General Plan also includes the Framework Element, the Infrastructure Systems Element, and the Public Facilities & Services Element. Both the City's General Plan land use controls and the goals, objectives, and policies within individual elements of the General Plan include numerous provisions that are intended to avoid or reduce potential adverse effects on the environment. The elements that make up the City's General Plan are described in more detail below.

Framework Element

The City of Los Angeles General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan. The General Plan Framework sets forth a Citywide comprehensive long-range growth strategy and establishes Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation,

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2 City of Los Angeles, *Housing Element 2021-2029, Chapter 1 Housing Needs Assessment*, available online at: https://planning.lacity.org/odocument/80dad37f-f499-4a28-893f-001e18e6fabd/Chapter_1._Housing_Needs_Assessment.pdf, accessed September 14, 2022.

3 City of Los Angeles, *Housing Element FAQ*, available online at: https://planning.lacity.org/plans-policies/housing-element-update#resources, accessed on September 14, 2022.

4 The term "element" refers to the topics that California law requires to be covered in a general plan. California State Legislature, *Government Code Section 65302*, 2022. Available online at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65302, accessed on September 14, 2022. In addition, State law permits the inclusion of optional elements which address needs, objectives or requirements particular to that city or county. California State Legislature, *Government Code Section 65303*, 1984. Available online at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65303&lawCode=GOV#:~:text=The%20general%20plan%20may%20include,of%20the%20county%20or%20city, accessed on September 14, 2022.

infrastructure, and public services. The General Plan Framework provides guidelines for future updates of the City's community plans and does not supersede the more detailed community and specific plans.

Land Use Chapter

The General Plan Framework Land Use Chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Center, and Mixed-Use Boulevards) that include standards and policies that shape the scale and intensity of proposed uses with the purpose of supporting the vitality of the City's residential neighborhoods and commercial districts. The establishment of the designated arrangement of land uses and development densities addresses an array of environmental issues, including, but not limited to: reductions in VMT, reductions in noise impacts, improved efficiency in the use of energy, improved efficiency and thus greater service levels within the infrastructure systems, availability of open space, compatibility of land uses, support for alternative modes of transportation, and provision of an attractive pedestrian environment.

Housing Chapter

The overarching goal of the General Plan Framework Housing Chapter is to define the distribution of housing opportunities by type and cost for all residents of the City. The General Plan Framework Housing Chapter recognizes that the distribution of housing in proximity to transit can reduce vehicle trips and provide residents with the opportunity to walk between their home, job, and/or neighborhood services. The Housing Chapter provides the following policies to achieve this goal through a number of measures:

- Concentrating opportunities for new development in the City's Neighborhood Districts and in Community Centers, Regional Centers, and the Downtown Center, as well as along primary transit corridors/boulevards;

- Providing development opportunities along boulevards located near existing or planned major transit facilities and areas characterized by low-intensity or marginally viable commercial uses with structures that integrate commercial, housing, and/or public service uses; and

- Focusing mixed uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

Urban Form and Neighborhood Design Chapter

The General Plan Framework Urban Form and Neighborhood Design Chapter establishes the goal of creating a city that is attractive to future investment and a city of interconnected, diverse neighborhoods that builds on the strength of those neighborhoods and functions at both the neighborhood and Citywide

scales. The purpose of the Urban Form and Neighborhood Design Chapter is two-fold: first, to support the population distribution principles of the General Plan Framework through proper massing and design of buildings and second, to enhance the physical character of neighborhoods and communities within the City. The General Plan Framework does not directly address the design of individual neighborhoods or communities but embodies general neighborhood design and implementation programs that guide local planning efforts and lay a foundation for community plan updates. The Urban Form and Neighborhood Design Chapter encourages growth in areas that have a sufficient base of both commercial and residential development to support transit service. The existing and planned transit system provides the opportunity to concentrate development and conserve the existing character of stable neighborhoods.

Open Space and Conservation Chapter

The General Plan Framework Open Space and Conservation Chapter provides guidance for overall City provision of open space and sets forth policies for the protection of the City's natural environment resources. The Open Space and Conservation Chapter's objectives are oriented around the conservation of natural resources, provision of outdoor recreational opportunities, minimization of public risks from environmental hazards, and use of open space to enhance community and neighborhood character. Economic, social, and ecological imperative require the City to take full advantage of all existing open space elements. The ecological dimension is based on the improvement of water quality and supply, the reduction of flood hazards, improved air quality, and the provision of ecological corridors for birds and wildlife.

Economic Development Chapter

The General Plan Framework Economic Development Chapter includes goals, policies and objectives that address the appropriate land use locations for development. The Chapter also establishes mutual development objectives for land use and economic development. This Chapter sets forth policies for the development of an infrastructure investment strategy to support population and employment growth areas. The Chapter also includes goals, objectives, and policies focused on preserving commercial uses within walking distance to residential areas and promoting opportunities in areas where growth can be accommodated without encroaching on residential neighborhoods. It also focuses on establishing a balance of land uses that provide for commercial and industrial development which meet the needs of local residents, sustaining economic growth, and assuring maximum feasible environmental quality.

Transportation Chapter

The General Plan Framework Transportation Chapter includes proposals for major improvements to enhance the movement of goods and to provide greater access to major intermodal facilities. While the

focus of the Transportation Chapter is on guidance for transportation investments, the Transportation Chapter also includes goals, policies and objectives that overlap with policies included in other Framework chapters of the General Plan Framework regarding land use patterns and the relationship of the pedestrian system to arrangement of land uses. The Transportation Chapter of the General Plan Framework is implemented through the General Plan's Mobility Plan 2035, which is a comprehensive update of the General Plan Transportation Element.

Infrastructure and Public Services Chapter

The General Plan Framework Infrastructure and Public Services Chapter addresses infrastructure and public service systems, including wastewater, stormwater, water supply, solid waste, police, fire, libraries, parks, power, schools, telecommunications, street lighting, and urban forests. For each of the public services and infrastructure systems, basic policies call for monitoring service demands and forecasting the future need for improvements, maintaining an adequate system/service to support the needs of population and employment growth, and implementing techniques that reduce demands on utility infrastructure or services. Generally, these techniques encompass a variety of conservation programs (e.g., reduced use of natural resources, increased site permeability, watershed management, and others). Strategic public investment is advocated in the Infrastructure and Public Services Chapter as a method to stimulate economic development as well as maintain environmental quality. Attention is also placed on the establishment of procedures for the maintenance and/or restoration of service after emergencies, including earthquakes.

Circulation Element - Mobility Plan 2035. The Mobility Plan 2035, adopted on January 20, 2016, and readopted September 7, 2016, is a comprehensive update of the General Plan Transportation Element. The Mobility Plan 2035 provides the policy foundation for achieving a transportation system that balances the needs of all road users, incorporates "complete streets" principles and lays the policy foundation for how future generations of Angelenos interact with their streets, in compliance with the Complete Streets Act (Assembly Bill [AB] 1358).

The purpose of the Mobility Plan 2035 is to present a guide to the future development of a Citywide transportation system for the efficient movement of people and goods. While the Mobility Plan 2035 focuses on the City's transportation network, it complements other components of the General Plan that pertain to the arrangement of land uses to reduce VMT and policies to support the provision and use of alternative transportation modalities. The Mobility Plan 2035 includes the following five main goals that define the City's high-level mobility priorities:

- Safety First;

- World Class Infrastructure;
- Access for All Angelenos;
- Collaboration, Communication, and Informed Choices; and
- Clean Environments and Healthy Communities.

Housing Element. The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City. The goals of the 2021-2029 Housing Element are as follows:

- A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

- A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

- A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

- A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.

- A City that is committed to preventing and ending homelessness.

Conservation Element. The City of Los Angeles General Plan includes a Conservation Element, which addresses the preservation, conservation, protection, and enhancement of the City's natural resources. Section 5 of the Conservation Element recognizes the City's responsibility for identifying and protecting its cultural and historical heritage. The Conservation Element establishes an objective to protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes and a corresponding policy to continue protecting historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities. The Conservation Element refers to the Open Space Element for a discussion of open space aspects of the City, including park sites.

Los Angeles Municipal Code. All development activity on the Project site is subject to the City of Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning, also known as

the City of Los Angeles Planning and Zoning Code. The LAMC defines the range of zoning classifications throughout the City, provides the specific permitted uses applicable to each zoning designation, and applies development regulations to each zoning designation.

The LAMC is currently undergoing a comprehensive update to all Zoning Code sections as part of the New Zoning Code effort, which is being implemented alongside the Community Plan Updates. The New Zoning Code will update the Zoning Code to make the Code more streamlined, visual, and easy to use. The existing Zoning Code regulations are not being repealed as part of the New Zoning Code effort. The existing Zoning Code will continue to be located in Chapter 1 of the LAMC, while the New Zoning Code will be located in a new Chapter 1A of the LAMC.

Clean Up Green Up Ordinance. As part of its Clean Up Green Up campaign, the City Council adopted Ordinance 184,245 (effective June 2016) The goal of the Ordinance is to reduce cumulative health impacts resulting from land uses including, but not limited to, concentrated industrial land use, on-road vehicle travel, and heavily freight-dominated transportation corridors, which are incompatible with the sensitive uses to which they are in close proximity, such as homes, schools and other sensitive uses. The Ordinance led to the addition of LAMC Sections 95.314.3 and 99.04.504 to the LAMC (amended in 2020) and amending Section 99.05.504 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns within the City.

Health, Wellness and Equity Element - Plan for a Healthy LA. The Plan for a Healthy Los Angeles, the Health, Wellness and Equity Element of the City's General Plan, provides high-level policy vision, along with measurable objectives and implementation programs to elevate health as a priority for the City's future growth and development and complies with the requirements for the City to have an environmental justice element consistent with Senate Bill 1000. The Plan for a Healthy Los Angeles was originally adopted in 2015, and targeted amendments to the Plan were adopted by the City Council on November 24, 2021. Through a new focus on public health from the perspective of the built environment and City services, the City seeks to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement. The Plan acknowledges the relationship between public health and issues such as transportation, housing, environmental justice, and open space, among others. The Plan includes the following goals:

- Los Angeles, A Leader in Health and Equity;
- A City Built for Health;
- Bountiful Parks and Open Spaces;
- Food that Nourishes the Body, Soul, and Environment;
- An Environment Where Life Thrives;

- Lifelong Opportunities for Learning and Prosperity; and
- Safe and Just Neighborhoods.

Included in this General Plan Element are policies pertaining to the arrangement of land uses within the City and building design procedures.[5] As such, these policies address characteristics of the physical environment that contribute to public health.

Los Angeles River Revitalization Master Plan (LARRMP). Adopted in April 2007, the LARRMP contains goals in the creation of parks, paths, and open spaces along the Los Angeles River. The LARRMP includes recommendations for physical improvements along the Los Angeles River corridor; policies for managing public access and management structure; and short- and long-term priority projects and potential funding strategies.

Citywide Design Guidelines. The Citywide Design Guidelines serve to implement the General Plan Framework Element's urban design principles and are intended to be used by City of Los Angeles Department of City Planning staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element and Community Plans. By offering more direction for proceeding with the design of a project, the Citywide Design Guidelines illustrate options, solutions, and techniques to achieve the goal of excellence in new design. The Citywide Design Guidelines, which were initially adopted by the City Planning Commission in July 2013 and updated in October 2019, are intended as performance goals and not zoning regulations or development standards and, therefore, do not supersede regulations in the LAMC. The guidelines "carry out the common design objectives that maintain neighborhood form and character while promoting quality design and creative infill development solutions" and are organized in relation to Pedestrian-First Design, 360 Degree Design, and Climate-Adapted Design. The Citywide Design Guidelines incorporate the goals of the previous Walkability Checklist and interact with other guidelines such as those found in Community Design Overlays.

Industrial Land Use Policy Project. In January 2008, the Department of City Planning (DCP) and the Community Redevelopment Agency of Los Angeles (CRA/LA) presented the findings of the Industrial Land Use Policy (ILUP) Project to the City Planning Commission. The ILUP Project was a two-year study that gathered and analyzed information regarding the viability of the City's industrial districts, particularly those areas experiencing pressure to be converted to residential uses. The result of the two-year effort

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5 Los Angeles City Planning, *Plan for a Healthy Los Angeles, A Health and Wellness Element of the General Plan*, March 2015, Policy 2.2, Healthy building design and construction, page 42; and Policy 5.7, Land use planning for public health and GHG emission reduction, page 94, available online at: https://planning.lacity.org/plan-healthy-los-angeles#:~:text=As%20an%20Element%20of%20the,a%20technical%20update%20in%202021, accessed on September 14, 2022.

underscored the appropriateness of the current policy adopted by the City Council and Mayor and contained in the General Plan Framework and elsewhere in adopted documents and made no change to any policy. The ILUP Project does not establish new land use plans or policies and was never formally presented to the City Council for consideration or adoption. Since the ILUP was never formally adopted by the City Council, the City considers zone changes and General Amendments from industrial designations on a case-by-case basis, as it has historically done.

Freeway Adjacent Advisory Notice for Sensitive Users (ZI No. 2427). Zoning Information File 2427 (ZI No. 2427) provides design and siting guidelines for discretionary residential projects and sensitive uses (i.e., schools, day care centers, and senior care centers) located within 1,000 feet of a freeway. ZI No. 2427 requires all projects seeking discretionary approval for which findings must be made regarding conformance to the General Plan to adhere to the Citywide Design Guidelines, including those that address freeway proximity.

Affordable Housing Linkage Fee Ordinance. On December 13, 2017, Mayor Eric Garcetti passed the Affordable Housing Linkage Fee Ordinance. The ordinance requires developers to pay a fee for new development projects in order to mitigate the need for affordable housing associated with the new project. The ordinance exempts new development projects with at least 40 percent moderate-income, 20 percent low-income, 11 percent very low-income, or eight percent extremely low-income dwelling units, public institution projects, hospitals, grocery stores, and other categories of development.

Residential Hotel Unit Conversion and Demolition Ordinance. The Residential Hotel Unit Conversion and Demolition Ordinance (RHO) prohibits conversion or demolition of dwelling units in a residential hotel without approval from the Los Angeles Housing Department (LAHD). The ordinance adds Article 7.1 to Chapter IV of the LAMC and amends Sections 91.106.4.1, 151.06, and 151.09.[6] The ordinance seeks to preserve dwelling units provided by residential hotels, which often serve as affordable housing for the very low income, elderly, and disabled.[7]

Rent Stabilization Ordinance. LAMC Chapter XV encodes the City's Rent Stabilization Ordinance (RSO). Generally, the Rent Stabilization Ordinance (RSO) applies to rental properties that were built on or before October 1, 1978, as well as replacement units. The RSO applies to most dwelling units with the exception

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6 City of Los Angeles, *Ordinance No. 179,868*, 2008, available online at: http://clkrep.lacity.org/onlinedocs/2008/08-0644_ord_179868.pdf, accessed on September 14, 2022.

7 City of Los Angeles, *Los Angeles Housing + Community Investment Department*, 2018, available online at: https://housing.lacity.org/wp-content/uploads/2020/05/2018-2019_annual_report_regarding_the_low_and_moderate_housing_income_asset_fund.pdf?download=1, accessed on September 14, 2022.

of single-family homes that solely occupy a parcel and caps annual rent increases for continuing tenants based on the Consumer Price Index averaged for a 12-month period.

Transit Oriented Communities Affordable Housing Incentive Program. The Transit Oriented Communities Affordable Housing Incentive Program (TOC Program) was developed pursuant to Section 6 of Measure JJJ, which was passed by City voters in 2016. The program provides incentives for developers to build properties that include affordable units within a one-half mile radius of a major transit stop. TOC Program Guidelines were released by the City Planning department on September 22, 2017, and last revised on February 26, 2018.

Development projects can qualify for incentives under one of four tiers (Tier 1 through 4). Each tier has different eligibility requirements related to the type of transit options located in proximity to the property and the composition of affordable units offered. The higher the tier number, the more transit options and affordable housing units a development needs to qualify. All TOC-eligible developments receive baseline incentives, which include an increase in the number of allowable dwelling units, an increase in the allowable floor-area ratio (FAR), and reduced parking requirements. Developments with a higher tier number are also eligible for additional incentives with higher tiers being permitted a greater number of additional incentives.

Value Capture Ordinance. On December 13, 2017, the City Council approved the Value Capture Ordinance (City of Los Angeles 2017). The ordinance requires residential and mixed-use development projects seeking a development density or FAR higher than permitted, through entitlements not subject to Measure JJJ such as Conditional Use Permits (CUPs) to provide a certain percent of restricted affordable dwelling units. The ordinance also provides an additional density bonus for projects that provide restricted affordable units beyond the minimum percentage required.[8]

4.10.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to Land Use and Planning if it would:

- Physically divide an established community; and/or
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

8 City of Los Angeles, *Value Capture Ordinance*, 2017, available online at: https://planning.lacity.org/ordinances/docs/ValueCapture/ProposedOrdinance.pdf, accessed on May 19, 2022.

4.10.4 METHODOLOGY

The discussion of a significant impact with regard to conflicts with any applicable land use plan, policy, or regulation serves two purposes: identifying significant impacts related to land use and compliance with *State CEQA Guidelines* Section 15125(d). Section 15125(d) requires that an EIR "discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." A conflict between a project and an applicable plan is not necessarily a significant impact under CEQA unless the inconsistency will result in an adverse physical change to the environment that is a "significant environmental effect" as defined by 15382. An inconsistency between a proposed project and an applicable plan is a legal determination that may or may not indicate the likelihood of a physical environmental impact. In some cases, an inconsistency may be evidence that an underlying physical impact is significant and adverse. For example, if a proposed project affected agricultural land, one standard for determining whether the impacts were significant would be to determine whether the project violated a plan or policy protecting agricultural land; the environmental impact, however, would be the physical conversion of agricultural land to non-agricultural uses. Similarly, an excerpt from Section 12.34 of the legal practice guide, Practice under the California Environmental Quality Act by the Continuing Education of the Bar, illustrates the point:

> *…if a project affects a river corridor, one standard for determining whether the impact is significant might be whether the project violates plan policies protecting the corridor; the environmental impact, however, is the physical impact on the river corridor.*

Analysis of conflicts and consistency with applicable plans will be included in this impact section. Under State Planning and Zoning law (Gov't Code §§ 65000, et seq.) strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. A proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies. Generally, given that land use plans reflect a range of competing interests, a project should be compatible with a plan's overall goals and objectives but need not be in perfect conformity with every plan policy.

For the purpose of identifying significant impacts related to land use impacts, they can be either direct or indirect. Direct impacts result in division of neighborhoods or communities, such as a community that could be physically divided by the construction of a new road, freeway, or railway that effectively isolates a portion of the community from the remainder of the community; or interference with land use plans, including habitat or wildlife conservation plans that result in significant environmental effects. Land use compatibility is typically addressed based on direct physical environmental impacts – primarily noise and air quality but also aesthetics, traffic, hazards, water quality and other physical environmental issues (i.e.,

where one use generates physical impacts that could significantly adversely affect another use). These issues are generally addressed through existing regulations and policies and are comprehensively addressed in each environmental issue area in this document and summarized as applicable and appropriate in the discussion of **Threshold 4.10-2** below. As related to impact analysis, this section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation and are generally addressed in other topical sections of this EIR. For example, traffic impacts resulting from increased traffic as a result of reasonably anticipated development under the Proposed Plans would be discussed in the transportation section of this EIR; public service impacts resulting from increased demand from increased development under the Proposed Plans is discussed in public services section of this EIR.

10.4.5 IMPACTS

Threshold 4.10-1 Would implementation of the Proposed Plans physically divide an established community?

No impact would occur.

The Harbor LA CPAs are urbanized, with a mix of residential, commercial, and light and heavy industrial uses at varying densities and intensities. An established community may be divided in multiple ways; actions that divide a community include constructing a new road, freeway, or railway through an established community, or adopting major changes to land use or zoning that results in radically different land use patterns inconsistent with existing development that impede access from one area of an established community to another area in the same community.

The Proposed Plans do not propose any substantial changes to roadways or circulation in the Harbor LA CPAs. Specifically, the Proposed Plans do not involve construction of or propose any new freeways, roadways or transit infrastructure in the Harbor LA CPAs that would physically divide or isolate existing established communities.

The Proposed Plans include changes to land use and zoning in areas within the Harbor LA CPAs; these changes would influence future land use and development patterns. Any development resulting from the changes in the Proposed Plans would not result in land use or development patterns that would result in infrastructure changes that could physically divide an established community.

The Proposed Plans would not promote or support the construction of any barriers that would physically divide or separate any neighborhood from another in the Harbor LA CPAs through changes to land use designation, zoning, or have new policies that would promote or support the construction of any barriers

that would. Rather, the Proposed Plans reinforces mobility and connectivity in the Harbor LA CPAs by focusing new development in major nodes and along major corridors near public transportation.

Targeted land use and zoning changes in the Proposed Plans are intended to provide increased development potential and create opportunities for more housing and employment to accommodate projected growth. These strategic changes would allow for infill development of additional residential units and job-producing uses in areas with existing transportation infrastructure, such as the Metro J Line and the proposed Vermont Transit Corridor Bus Rapid Transit (BRT). In general, targeted zone changes resulting in increased development rights such as height, floor area ratio or density are proposed near the Harbor Gateway Transit Center and along portions of major corridors such as Gardena Boulevard, Carson Boulevard, 190th Street, Pacific Coast Highway, and Avalon Boulevard. No physical barriers would be introduced to the neighborhoods as a result of these changes, nor would these changes lead to development patterns that would divide or isolate this existing established community.

Development potential in specific nodes and corridors near public transportation would be increased in the Harbor Gateway CPA as a result of the Proposed Plans. These changes focus on areas and parcels located near public transportation such as the Harbor Gateway Transit Center along select commercial corridors, in commercial districts, and in multi-family areas where underutilized parcels can be incentivized for jobs, housing, and mixed-use to accommodate additional development potential. Developing many of these parcels with jobs and housing near them would enhance mobility and reduce reliance on vehicles. The potential increase in density and development intensity in these areas within the Harbor Gateway CPA would not radically change the existing land use patterns; these areas currently exhibit land use patterns consistent with the proposed designations and would be able to support the increased density and development intensity.

As previously mentioned, development potential in targeted areas would be increased as a result of the Proposed Plans. These changes focus on areas and parcels located along commercial corridors in both CPAs and areas designated as Regional Center in the Harbor Gateway CPA. Mixed-use development will be encouraged along transit lines, enhancing mobility and reducing reliance on vehicles. The new zoning developed for these opportunity areas includes low-medium scale 'mixed-use' Form Districts that generally allow a base FAR of 1.5:1 with a bonus FAR of up to 4:1, a base height of 2-3 stories with a bonus height of up to 5-7 stories, and a base density of 1/1000-1/1200 with a bonus density of up to 1/400 through a tiered incentive system that is tied to the provision of community benefits. The potential increase in density and development intensity in these key areas within the Harbor LA CPAs would not radically change the existing land use patterns; these targeted areas currently exhibit land use patterns consistent with the proposed designations and would be able to support the increased density. The majority of commercial areas throughout the CPAs will see minimal change to the allowed development potential and

are not anticipated to see changes to the current land use patterns and existing development. The new zoning proposed for these areas includes low scale 'commercial-mixed' Form Districts that generally retain the FAR of 1.5:1 and maximum height of 2- to 3-stories. On some corridors, Qualified Conditions (Q Conditions) that limit residential density will be removed to bring the allowed density into consistency with the commercial land use designations. However, given that FAR and height will remain the same this is not likely to result in much redevelopment in those areas. Additionally, some land use and zoning changes are intended to improve land use patterns and compatibility by creating hybrid industrial areas that serve as a physical buffer between residential and heavy industrial uses. These industrial transition areas consist of land use and zoning changes from a limited or light industrial land use to a hybrid industrial land use in areas where these uses abut or are in close proximity to residential uses. The new zoning developed for the hybrid industrial areas includes low scale 'industrial-mixed' Form Districts that generally maintain the existing development potential of 1.5:1 FAR and 2-to 3-stories but may permit limited residential uses in targeted areas. The key change in these areas will be the proposed Use Districts that carefully tailor the permitted uses to those compatible in proximity to residential uses. In many cases, the proposed land use changes would make the designation more compatible with the existing built environment than the current designation. For example, compatibility and accessibility of some residential neighborhoods is anticipated to improve as adjacent/abutting industrial land uses that currently create access difficulties (due to truck traffic, etc.) are transitioned over time into more compatible hybrid industrial uses. The majority of existing zoning, particularly in the residential districts and solid industrial districts, will be preserved. In any case, changes in land use patterns would not physically divide a community.

Finally, the Proposed Plans do not propose any new major transportation infrastructure in the Harbor LA CPAs or any other kind of physical barrier. Changes to the transportation network associated with the City's Mobility Plan generally include four networks: Bicycle Enhanced Network (BEN), Transit Enhanced Network (TEN), Neighborhood Enhanced Network (NEN), and Vehicle Enhanced Network (VEN). The types of improvements associated with each network are further described in **Section 4.15 Transportation**. The mobility networks of the Proposed Plans are illustrated in **Section 4.15, Figure 4.15-4, Existing Transit Service.** As described in **Section 4.15**, these modifications would work within existing rights-of-way and would not create physical barriers. Therefore, the Proposed Plans would not physically divide the established community. Therefore, there would be ***no impact*** related to the division of an established community.

Mitigation Measures

Significant impacts related to the division of an established community have not been identified; therefore, no mitigation measures are required.

Significance After Mitigation

No impact.

Threshold 4.10-2 **Would implementation of the Proposed Plans cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

This impact would be less than significant.

The Proposed Plans would generally be consistent with the overall intent of applicable land use policies, goals, strategies, and/or objectives, including those contained in the City of Los Angeles General Plan and SCAG's RTP/SCS. Impacts related to conflict with applicable plans would be ***less than significant.***

The following section evaluates the potential for conflicts with land use plans or policies, consistent with 14 CCR, Section 15125(d), and for the purposes of analyzing the threshold question, focuses on aspects of such plans and polices that have the purpose of avoiding or mitigating one or more environmental effects.

Applicable land use plans that direct or guide development in the Harbor LA CPAs and therefore could avoid or mitigate environmental effects include the 2020 RTP/SCS (Connect SoCal), Complete Streets Act (as implemented through the City's Mobility Plan 2035), 2022 AQMP,[9] City's General Plan, and relevant Zoning Ordinances. This section includes a consistency analysis for the RTP/SCS and the City's General Plan. **Section 4.2, Air Quality,** discusses the Proposed Plans' consistency with the 2022 AQMP and **Section 4.14, Transportation and Traffic,** discusses the Proposed Plan's consistency with the City's Mobility Plan 2035.

SCAG RTP/SCS. The Harbor LA CPAs are located within the six-county region that comprises the SCAG planning area. SCAG has adopted RTPs since 1976, but the Sustainable Communities and Climate Protection Act of 2008, also known as SB 375, required SCAG to prepare an SCS as an integral part of its RTP. The 2020 RTP/SCS seeks to balance the region's future mobility and housing needs with economic, environmental, and public health goals. The 2020 RTP/SCS envisions growing more compact communities in existing urban areas with efficient public transit and safe mobility opportunities and preserving open space and natural lands. Major themes include integrating transportation investments and future land use

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9 South Coast Air Quality Management District, 2*022 Air Quality Management Plan (2022 AQMP)*, December 2022, available online at: www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16, accessed on February 2, 2023.

patterns, striving for sustainability, providing more transportation choices, responding to demographic and housing market demand for smaller housing and a more walkable lifestyle, supporting economic growth with infrastructure, and improving public health.

The Proposed Plans meet SCAG's criteria for a regionally significant project; therefore, the following analysis is completed with respect to the 2020 RTP/SCS. **Table 4.10-2, Consistency of Proposed Plans with 2020 SCAG RTP/SCS,** provides an analysis of the Proposed Plans' consistency with the 2020 RTP/SCS.

Table 4.10-2
Consistency of Proposed Plans with 2020 SCAG RTP/SCS

Goal	Project Consistency
Goal 1: Encourage regional economic prosperity and global competitiveness.	Consistent: The Proposed Plans would accommodate a variety of housing and commercial opportunities along major corridors with bus lines, many of which transport goods to and from the Port of Los Angeles. The Proposed Plans would preserve and promote mixed-use, commercial, and light industrial land uses for employment opportunities. The proposed land use designation and zone changes would promote a better balance of housing units and jobs near transit that would improve regional economic development and competitiveness.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent: Proposed land use and zoning changes would allow for jobs, housing, and community-serving uses to be located within close proximity to existing public transit, as well as along major corridors that transport goods to and from the Port of Los Angeles. Increasing development potential near public transit encourages new development in these areas, and ensures that a greater share of residents, workers, and visitors in the Harbor LA CPAs would have the option to use public transit. The proposed land use and zone changes would promote pedestrian-friendly environments, especially along corridors near transit and in the areas proposed to be designated Regional Center, Community Center, and Villages near the commercial centers and corridors. Design measures included in the Plans would maintain an adequate buffer between regional truck routes that serve the Port of Los Angeles and residential areas. These actions would serve to improve and maximize mobility and accessibility, and the safe and efficient movement of goods.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	Consistent: The Proposed Plans support programs that prioritize street design improvements, such as protected bicycle lanes, to improve the function and safety of streets and achieve high-impact reductions in crash-related injuries and fatalities. Additionally, the Proposed Plans support design measures such as diverters which could be implemented as well to prevent the intrusion of regional freight transportation into residential areas.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	Consistent: See response to Goal 2. The Metro J Line and bus lines in the Harbor LA CPAs are part of Metro's regional transportation system as well as transportation systems of surrounding local jurisdictions. This is inclusive of Long Beach Transit, Torrance Transit, DASH operated by the Los Angeles Department of Transportation (LADOT), and GTrans (City of Gardena). The Metro J Line BRT stations in the Harbor Gateway CPA, provide residents and visitors with local and regional access directly from the Metro J Line BRT or through transfers to other Metro light rail lines. Increased coordination of land use and transportation planning by strategically directing development potential near transit under the Proposed Plans would help preserve and enhance a sustainable regional transportation system.

Goal	Project Consistency
Goal 5: Reduce greenhouse gas emissions and improve air quality.	Consistent: See response to Goal 2. By allowing for more jobs, housing, and community serving uses, and by supporting the creation of a pedestrian oriented environment along major corridors, the Proposed Plans encourages transit ridership, walking, and biking as mobility alternatives to reduce vehicle dependence. This results in lower potential vehicle miles per resident, and potential reductions in air quality emissions. The Proposed Plans propose pedestrian-friendly design standards for new development in Regional Center, Community Center, Neighborhood Center, and Villages areas and along commercial corridors near transit, encouraging mobility options
Goal 6: Support healthy and equitable communities.	Consistent. The Proposed Plans meet this goal by incorporating sustainable design features creating a healthy community for the residents. The Proposed Plans also enhance bicycle infrastructure through bike parking and access to the Dominguez Channel. It furthers this Goal by encouraging affordable housing (to very low income and workforce households) immediately adjacent to jobs, transit, and bicycle, pedestrian, and other outdoor opportunities. The Proposed Plans also seek to maintain much of its industrial land for future employment, while also proposing changes to improve compatibility between industrial land and residential neighborhoods.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	Consistent. The Proposed Plans accommodate growth near more sustainable transit options that reduce individual vehicle miles traveled, traffic and greenhouse gas emissions.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Consistent. This strategy calls on SCAG to use new transportation technologies and data-driven solutions to increase travel efficiency. The Proposed Plans would advance this goal with the proposed land and zoning changes that would allow for jobs, housing, and community-serving uses to be located close to existing public transit.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent. See response to Goal 2.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats	Consistent. While the Harbor LA CPAs are not located in an identified "constrained" area such as on agricultural land, open space, or tribal lands, the Proposed Plans seek to conserve the existing open space resources and support the provision of more public green space to the Harbor LA CPAs.

Source: SCAG, 2020 RTP/SCS, 2021, Impact Sciences, 2022

City of Los Angeles General Plan, Framework Element. The Framework Element contains goals, objectives, and policies related to land use that address the issues of land use distribution, policies specific to Framework land use designations, and density. The primary objectives of the policies in the Framework Element's Land Use Chapter are to support the viability of the City's residential neighborhoods and commercial districts, and, when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts. The Framework Element seeks to focus this growth to areas in proximity to transportation corridors and transit stations. The Framework's key guiding principles, along with their relationship to the Proposed Plans, are presented below:

Grow strategically. Growth should be focused in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards, particularly in proximity to transportation corridors and transit stations. This links new development with available infrastructure and encourages more walkable and transit-friendly neighborhoods. New development in walkable and transit-oriented areas helps reduce residents' and visitors' reliance on vehicles and minimizes the need for new vehicle-oriented infrastructure.

- The Proposed Plans would increase development potential for a variety of housing and commercial development in areas designated Regional Center, Neighborhood Center, Community Center, Villages, and along major corridors served by bus lines. The Proposed Plans would direct new higher-intensity development into these specific areas of the Harbor LA CPAs and maintain and preserve the existing lower-intensity residential areas elsewhere. The Proposed Plans would also preserve appropriate industrial districts, as well as protect historic resources and neighborhood character. The Proposed Plans would encourage mixed use development projects that provide community benefits such as mixed income housing and open space amenities.

Conserve existing residential neighborhoods. By focusing much of the City's growth potential in centers and along commercial corridors, the City can better protect the existing scale and character of its stable single-family and medium density neighborhoods. The elements that contribute to the unique character of different residential neighborhoods should be identified and preserved whenever possible.

- The Proposed Plans generally direct growth away from low-density neighborhoods and heavy industrial uses and into opportunity areas along major corridors served by transit. Stable single-family and multi-family neighborhoods are generally maintained, consistent with the Framework, under the Proposed Plans. The Proposed Plans aim to preserve neighborhood character and ensure new development is cohesive and will improve the consistency of land uses within the Harbor LA CPAs. This is consistent with Objective 3.7 of the Framework: "allow for growth in areas where there is sufficient public infrastructure and services, and the residents' quality of life can be maintained or improved." The Proposed Plans also include Residential Alignment Areas, where the land use and zoning will change to reflect as-built conditions.

Balance the distribution of land uses. Maintaining a variety of land uses is crucial to the long-term sustainability of the City. Commercial and industrial uses contribute to a diverse local economy, while residential uses provide necessary housing for the community. Integrating these uses within smaller geographical areas can better allow for a diversity of housing types, jobs, services, and amenities.

- The Proposed Plans maintain a variety of land uses by preserving single-family neighborhoods, multi-family neighborhoods, public facilities, commercial, light and heavy industrial areas, and open

space. The Proposed Plans promote residential and commercial development opportunities in areas served by transit and would improve the jobs-to-housing ratio. The Proposed Plans would improve corridor consistency by removing Q Conditions along select corridors that limit density, height or uses to create consistency with General Plan Land Use designations.

Enhance neighborhood character through better development standards. Better development standards will improve both the maintenance and enhancement of existing neighborhood character and ensure a high level of design quality in new development.

- The Proposed Plans include development standards in the new zoning districts being developed for the Harbor LA CPAs, such as form districts, frontage districts and development standards districts that aim to revitalize existing neighborhood character and promote compatible new development. The development standard districts are part of the new zoning string that will be applied to all properties in the Harbor LA CPAs with standards that are tailored to the needs of each corridor and neighborhood. The Proposed Plans will implement hybrid industrial areas that prioritize job-producing uses and serve as a physical buffer between residential and heavy industrial uses. As these areas redevelop over time, new development will be subject to these development standards which will improve the visual character and compatibility of these areas. The Proposed Plans will also implement special zoning regulations for select areas in order to conserve their cultural and architectural character. Character Frontages will be applied to Character Districts and Planning Districts identified in SurveyLA. These frontages will mandate specific building elements and features to ensure compatibility with existing development and will encourage and reinforce walkability and pedestrian orientation. A Residential Character Frontage will be applied in the Harbor Gateway CPA residential area located near Athens on the Hill. A Commercial Character Frontage will be applied to the "Avalon Boulevard Commercial Planning District," located in the Wilmington-Harbor City CPA along Avalon Boulevard between Opp Street and Harry Bridges Boulevard. The Proposed Plans also include policies that align with the City's goal to reduce and phase out oil drilling and support abandonment and remediation of all oil-related sites in an effort to protect the health and welfare of residents. The Proposed Plans' policies support prioritizing the phase-out and clean-up of oil-related sites located in residential areas, which will advance environmental justice goals and also improve neighborhood character.

Create more small parks, pedestrian districts, and public plazas. While regional parks and green networks are an important component of the City's open space strategy, more small-scale, urban open spaces must be developed as well, as they are crucial to the quality of life of the City's residents. There are many opportunities at the community level to create public "pocket" parks as part of new developments, to enhance pedestrian orientation in key commercial areas, and to build well-designed public plazas.

- The Proposed Plans' policies support the creation of additional small parks and public plazas, however much of the Harbor LA CPAs are urbanized. The new zoning developed for the commercial corridors and opportunity areas within the Harbor LA CPAs would incentivize future projects to provide a minimum amount of publicly accessible open space on the ground floor. The Proposed Plans include policies to improve and expand the public realm in order to support an accessible and pedestrian friendly environment. The Proposed Plans promote a system of safe, well maintained, and connected parks, open space, and recreational facilities. The Proposed Plans identify opportunities through design and landscaping to expand the amount of high-quality public spaces such as connections to the waterfront, and support efforts to identify areas for potential open space that have not traditionally been considered as resources, such as vacated railroad lines, drainage channels, vacant lots, pedestrian-oriented streets and alleyways in the Regional Center, and along the Dominguez Channel. The Proposed Plans envision a diverse and integrated network of pedestrian pathways, bike paths, paseos, viewing decks, public plazas, green spaces, and landscaped streets that foster social life and support community identity. The Proposed Plans would require pedestrian-oriented design for new projects in appropriate locations and along commercial corridors. Pedestrian-oriented scale is a key consideration of the Proposed Plans' design standards.

Improve the connection of public and private space through good urban design. Good urban design improves the relationship between private development and the public realm. The placement of architectural features, windows, entrances, walkways, street trees, landscaping, and lighting all help to establish either a positive or negative interaction between a building and its surroundings. Good urban design practices help to create successful public and private spaces where people feel comfortable and that foster a sense of community.

- The Proposed Plans encourages good urban design through mixed-use districts near transit and at other key nodes that combine a variety of uses to achieve a community where people can shop, live, work and enjoy access to healthy spaces with reduced reliance on automobiles. In addition, Commercial areas and new development will provide increased access to housing, open space, goods, and services, and will seek a high degree of architectural compatibility with the scale of existing development and will reflect the community's unique historic, cultural, and architectural context. The Proposed Plans aim to improve circulation and the pedestrian and cyclist's experiences through design standards, such as maintaining a uniform street frontage and locating parking at the rear of lots. Established plantings will be preserved in residential neighborhoods by supporting front yard landscapes and limiting paving to required driveways. The Proposed Plans' policies support bicycle access for open space areas, commercial and mixed-use boulevards, community centers and neighborhood districts to facilitate easy connections between residential neighborhoods, schools, employment centers, and important non-work designations. Additionally, the Proposed Plans include

policies to reinforce that sidewalks, streets, and rights-of-way should be maintained in good condition, free of obstructions, and with adequate lighting, trees, and parkways. The Proposed Plans will also encourage the creation of landscaped corridors and enhancements through the planting of street trees along commercial corridor segments and through median plantings.

Improve mobility and access. The City's transportation network should provide adequate accessibility to jobs, services, amenities, open space, and entertainment, and maintain acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles. Attainment of this goal necessitates a comprehensive program of physical infrastructure improvements, traffic systems management techniques, and land use and behavioral changes that reduce vehicle trips. An emphasis should be placed on providing for and supporting a variety of travel modes, including walking, bicycling, public transit, and driving.

- The Proposed Plans aim to enhance mobility by encouraging expansions to transit service along major corridors and prioritizing pedestrian safety and comfort to encourage walking. The Plans focus future growth in areas well-served by transit and by establishing pedestrian-oriented development standards for new development in order to encourage transit ridership, walking, and bicycling. The Proposed Plans promote an efficient circulation system with safe, clean, and well-maintained streets that provide enhanced access and connectivity. The Proposed Plans also encourage improved local and express bus service and other forms of alternative modes of transportation that reduces vehicle trips. The Proposed Plans incorporate bicycle amenities (e.g., bicycle parking stations, lockers, changing rooms and showers), and emphasize pedestrian-oriented infrastructure, such as a pedestrian bridge at 184th Street over the Dominguez Channel located in the Harbor Gateway CPA. The Proposed Plans incentivize mixed-use development around Metro J Line stations and bus transit corridors that offers residents, employees and visitors mobility choices that enable them to reduce the number and length of vehicle trips.

Identify a hierarchy of commercial Districts and Centers. The Framework Element provides an overall structure and hierarchy for the City's commercial areas. This hierarchy, which includes Neighborhood Districts, Community Centers, Regional Centers, and Mixed-Use Boulevards, has helped shape the development and urban form of the City and will continue to do so in the future. Understanding this hierarchy helps us better understand the roles that these different types of "activity centers" play within our communities so that their unique characteristics can be enhanced.

- The Proposed Plans primarily direct additional development opportunities around transit stations and along mixed-use corridors with bus lines in areas proposed to be designated Regional Center, Community Center, Neighborhood Center, and Villages. Less intense commercial areas will be maintained as neighborhood serving places with mostly low-rise buildings.

Provide land and supporting services for the retention of existing and attraction of new industries. The Framework Element includes policies to preserve industrial land for the retention and expansion of existing industrial uses and for the attraction of new industrial uses, both of which provide job opportunities for the City's residents. It also includes policies to limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zone to uses which support the primary industrial function of the area. As provided in **Appendix H, Letter of Determination**, the City has designated 40 parcels within the Harbor Gateway CPA as restricted to commercial and industrial land uses due to previous contamination. These parcels are prohibited from residential development ensuring that industrial and manufacturing uses remain with the CPA.

Under the Proposed Plans, industrial areas along Figueroa Street, Del Amo Boulevard, Sepulveda Boulevard, Normandie Avenue, and 240th Street, as well as large industrial areas such as the Wilmington Industrial Park (east of Broad and south of Anaheim Street) and East Wilmington (generally east of Alameda Street) will remain industrial. Under the Proposed Plans, large industrial districts, such as the Wilmington Industrial Park, will be preserved by limiting non-industrial uses. The Proposed Plans seek to transition those industrial land uses that are adjacent to or located in the immediate vicinity of residential uses. Targeted heavy industrial land uses will transition to a light industrial or hybrid industrial land use with new Hybrid Industrial/ Industrial-Mixed zones. This type of change is being proposed for the edges around many industrial areas to prohibit heavier industrial uses from locating there due to the nearby location of residential or other sensitive uses. The new zones will also establish a baseline of design standards to improve the visual quality of industrial areas. The Proposed Plans will also implement land use and zone changes in targeted areas to create hybrid industrial areas that address compatibility issues between strips of industrial land that are abutting/adjacent to residential uses. In these targeted areas, uses will be limited to those that are more compatible with adjacent sensitive uses. These industrial transition areas seek to encourage a complementary mix of light manufacturing, innovative and cleantech industries, and commercial activity to support economic development and establish buffers between heavier industrial areas and residential neighborhoods, distancing intense industrial uses from sensitive uses. Industrial areas in the Harbor Gateway CPA will be preserved and the allowed uses will be refined to encourage cleaner industries that are more compatible with the surrounding community. Industrial land use designations, within the Harbor Gateway CPA, will be transitioned to commercial land use designations on parcels along 190th Street and near the intersection of 190th Street and Vermont Avenue. Within the Wilmington-Harbor City CPA, industrial land use designations will be transitioned to commercial land use designations on parcels along Normandie Avenue and Vermont Avenue, south of Lomita Boulevard, where existing development primarily consists of residential, commercial and institutional uses. Additionally, the Proposed Plans encourage the phasing out of oil drilling and support

abandonment and remediation of all oil-related uses in an effort to protect the health and welfare of residents.

Implementation of the Proposed Plans would allow for the preservation and improvement of large industrial areas. The proposed transition of existing industrial land uses to commercial land uses within the Harbor LA CPAs may be partially inconsistent with policies related to protection of industrial land (i.e., Framework Element Policy 3.14.4). However, these policies were not adopted for the purpose of avoiding or mitigating an environmental effect. Rather, the City's Framework Element's policies related to the protection of industrial land were intended to protect jobs in the City, which is a social economic impact. It would be highly speculative to determine whether the proposed land use changes in the Harbor LA CPAs would result in the displacement of industrial uses and associated jobs. Additionally, if existing industrial uses are displaced, it is unclear where they would go as there are many areas in the Southern California region that can accommodate industrial uses. Displacement of existing industrial uses can result in impacts to air quality, GHG, or transportation if employee or work trips are longer or if it results in new construction and the new construction has impacts. Conversely, industrial uses could be displaced to areas within closer proximity to some residential uses; resulting in shorter work trips. As discussed in **Section 4.15 Transportation and Traffic**, trips within the Harbor LA CPAs are generally longer than those outside the CPAs in part due to the effects of workers traveling longer distances to the ports. The location of industrial uses and jobs elsewhere in the region could alleviate some of the current VMT and GHG burden on the Harbor LA CPAs. However, without project specifics, it would not be possible to determine whether such displacement would result in impacts such as decreased or increased VMT. Therefore, any conflicts between future development projects under the Proposed Plans and Framework Element Policy 3.14 would be speculative at this time.

In summary, the Proposed Plans would improve the link between the location of land use and transportation in a manner that is consistent with the City's Framework Element. As previously discussed, implementation of the Proposed Plans would direct growth to transit hubs and corridors, away from low density neighborhoods and heavy industrial uses. The Proposed Plans would accommodate a variety of housing and commercial opportunities near the Metro J Line BRT stations and along major corridors with bus lines and would preserve established residential neighborhoods and existing employment centers in light and heavy industrial areas. A vision of concentrated and mixed-use development adjacent to transit areas is promoted in order to conserve resources, protect existing stable residential neighborhoods and improve air quality by reducing vehicle-reliance. Therefore, the Proposed Plans would be consistent with the Framework Element of the City's General Plan.

Housing Element. The Housing Element (i.e., The Plan to House LA) embodies the City's housing goals and policies and identifies the more detailed strategies the City will implement to achieve them. One of the

primary goals of the Housing Element is to encourage a range of housing opportunities for all income groups. The Proposed Plans accommodate housing opportunities for a range of income levels, including mixed-income and affordable housing. The Proposed Plans would increase development potential in targeted areas, allowing the Harbor LA CPAs to accommodate additional housing units pursuant to SCAG's RHNA allocation and growth projections, thereby implementing the goals of the Housing Element. Therefore, the Proposed Plans would be consistent with the City's Housing Element.

Health, Wellness, and Equity Element. The Health Element (i.e., Plan for a Healthy Los Angeles) includes a series of implementation programs, including Clean Up Green Up (CUGU). The CUGU Supplemental Use District (Ordinance 184,246) established standards and regulations for heavy, noxious uses close to sensitive and/or residential uses. The Proposed Plans include these regulations within the new zoning instead of as an overlay, through Development Standards and Use District regulations in Industrial and Industrial Mixed-Use Districts. As such, the existing Wilmington CUGU District will be integrated into the new zoning. The Harbor LA CPAs face numerous environmental challenges. There are two U.S. EPA Superfund sites in the Harbor Gateway CPA. The Wilmington-Harbor City CPA faces various environmental and air quality challenges stemming from a number of industries including oil extraction, refineries, open storage/container yards, and rail and freight traffic from the Port of Los Angeles. The Proposed Plans encourage green and sustainable industries, employ green building practices in new developments, and support the implementation of prevention measures and design features that safeguard the community from exposure to pollutants and hazardous nuisances. The Proposed Plans support the removal and management of environmental toxins from contaminated sites, particularly adjacent to commercial and residential areas. Additionally, the Proposed Plans encourage a phasing out of oil drilling activities and include policies to ensure existing uses are not creating negative impacts on public health or the environment. Therefore, the Proposed Plans would be consistent with the regulations of CUGU and the policies in the Plan for a Healthy LA.

Open Space Element. The Open Space Element (i.e., Open Space Plan) provides a guide for the identification, preservation, conservation, and acquisition of open space. The Proposed Plans include goals and policies that support the creation of additional small parks and public plazas. Projects within the commercial and opportunity areas of the Harbor LA CPAs would be incentivized to provide a minimum amount of publicly accessible open space on the ground floor. Therefore, the Proposed Plans would be consistent with the Open Space Element.

Other Plans/Ordinances. See also **Section 4.1, Aesthetics; Section 4.2, Air Quality; Section 4.8, Hazards and Hazardous Materials; Section 4.9, Hydrology and Water Quality; Section 4.11, Noise and Vibration; and Section 4.14, Transportation and Traffic**, for discussions and/or consistency analysis of other elements of the City's General Plan and relevant regional plans, including MP 2035, Safety Element, Health Element,

the Congestion Management Plan, the Noise Element and noise ordinance, the South Coast Air Quality Management District (SCAQMD) plan, and other City ordinances.

As described above, the Proposed Plans would not conflict with applicable local and regional plans and policies. Thus, impacts related to conflicts with land use plans and policies would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.10.6 CUMULATIVE IMPACTS

The cumulative analysis for land use and planning considers the regional context. As discussed above, the Proposed Plans would be consistent with local and regional plans, policies, and regulations. In addition, the proposed land uses and future growth under the Proposed Plans would be compatible with the existing land uses in the Harbor LA CPAs. The cumulative analysis for potential land use conflicts is localized. Since the Proposed Plans would not intensify development in single-family residential areas, and instead focuses growth along established commercial and transit corridors, any conflicts with existing land use policies would be minimal, and the Proposed Plans would not result in a substantial increased potential for land use conflicts and nuisance relationships between existing and future uses. Furthermore, future development occurring in areas where changes are proposed would be subject to use restrictions and development regulations tailored to that area. As discussed above, no significant land use and planning impacts are expected to result from implementation of the Proposed Plans. Therefore, cumulative impacts related to land use and planning would be less than significant and would not be cumulatively considerable.

4.10.7 REFERENCES

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4.11 MINERAL RESOURCES

4.11.1 INTRODUCTION

This section assesses the potential impacts to mineral resources from the Proposed Plans within the Harbor Gateway Community Plan Area and the Wilmington-Harbor City Community Plan Area, collectively identified as the Harbor LA Community Plans Areas (CPAs). Minerals are defined as any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances. An "ore deposit" with minable minerals is defined as a deposit of ore or concentration of minerals having a value materially in excess of the cost of accessing, extracting, and processing the mineral directly from the deposit and reclaiming the disturbed lands.

4.11.2 EXISTING ENVIRONMENTAL SETTING

With over 1,200 mines in California, the state relies on mineral resources as a continuous supply of construction aggregate materials (sand, gravel, and crushed stone) for urban infrastructure and essential to the economy of Southern California. Construction minerals, such as aggregate, constitute the state's most important mineral commodity in terms of tonnage, value, and societal infrastructure. California is number one in the United States (U.S.) for the production of sand and gravel, and fourth in the U.S. for total non-fuel mineral production. The most recent data on non-fuel mineral production is from 2019. As of 2019, there were 560 active construction material mines in the state.[1] In 2019, 110 mines in California produced 19 different industrial and chemical materials, including limestone and gypsum.[2]

Mineral Resource Classification and Designation

Classification is the process of identifying lands containing significant mineral deposits. Designation is the formal recognition by the State Mining and Geology Board (SMGB), after consultation with lead agencies and other interested parties, of areas containing mineral deposits of regional or statewide significance.

The objective of classification and designation processes is to ensure, through appropriate lead agency policies and procedures, that strategic mineral deposits of statewide or of regional significance are available when needed.

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1 California Department of Conservation, *California Non-Fuel Mineral Production 2019*, 2019, available online at: https://www.conservation.ca.gov/cgs/Documents/Minerals/california-non-fuel-mineral-production-2019-a11y.pdf, accessed August 15, 2022.

2 California Department of Conservation, *California Non-Fuel Mineral Production 2019*, 2019, available online at: https://www.conservation.ca.gov/cgs/Documents/Minerals/california-non-fuel-mineral-production-2019-a11y.pdf, accessed August 15, 2022.

The California Geological Survey Mineral Resources Program provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources as mandated by the Surface Mining and Reclamation Act (SMARA). Nonfuel mineral resources include metals such as gold, silver, iron, and copper; industrial minerals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt, and dimension stone; and construction aggregates, including sand, gravel, and crushed stone. Building and infrastructure development generally results in a demand for minerals, especially construction aggregates. Urban expansion over prime deposits and conflicts between mining and other incompatible land uses throughout California led to SMARA's guidelines for classification and designation of mineral lands, which require all cities and counties to incorporate Mineral Resources Management Policies (MRMPs) into their general plans and approval by the State Mining and Geology Board.

The classification process has developed Production-Consumption (P-C) region boundaries based on identification of active aggregate operations (production) and the market areas served (consumption). The PC regional boundaries are modified to include only the parts of the region that are urbanized or are urbanizing and are classified for their aggregate resource significance. An aggregate resource appraisal further evaluates the presence or absence of important sand, gravel and dimension stone deposits that are suitable sources of construction aggregate. The classification and designation of these mineral resources is a joint effort of the state and the local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs), described below.

- **MRZ-1:** Areas where available geological information indicated there is little or no likelihood for presence of significant mineral resources.
- **MRZ-2:** Areas underlain by mineral deposits where geological data indicate that significant measured or indicated resources are present or where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists.
- **MRZ-3:** Areas containing known mineral occurrences of undetermined mineral resources significance.
- **MRZ-4:** Areas of known mineral occurrences where geological information does not rule out the presence or absence of significant mineral resources.[3]

[3] California Department of Conservation (DOC), *Guidelines for Classification and Designation of Mineral Lands*, available online at: https://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf, accessed August 19, 2019.

- **SZ Areas:** Contain unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance.

- **IRA Areas:** County- or state-identified areas where production and information indicates that significant minerals are present.

As part of the classification and designation processes, an analysis of site-specific conditions is utilized to calculate the total volume of aggregates within individually identified resource sectors. Designated resource sectors are MRZ-2 areas judged to contain a significant deposit of construction quality aggregates. Anticipated aggregate demand in the P-C regions for the next 50 years is estimated and compared to the total volume of aggregate reserves identified in the P-C region by the state. Reserves are aggregates that have been determined to be acceptable for commercial use, are in properties owned or leased by aggregate producing companies, and for which permits have been issued allowing mining and processing of the material.

Harbor LA CPAs Mineral Resources

The City's General Plan Conservation Element identifies areas designated as MRZ-2, throughout the City.[4] There are no MRZ-2 locations within the Harbor LA CPAs according to Exhibit A of the Conservation Element. Furthermore, there are no active mine operations located within the CPAs.[5] The Conservation Element identifies areas within the Harbor LA CPAs as oil drilling and State Oil Drilling districts.[6] Two oil drilling districts are located within the Wilmington-Harbor City CPA and one is located to the northern portion of the Harbor Gateway CPA.

Oil Fields and Wells

Refer to **Section 4.8**, **Hazards and Hazardous Materials**, for a detailed description of the existing oil fields and wells within the Harbor LA CPAs.

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4 City of Los Angeles, *General Plan Conservation Element*, 2001, available online at: https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf, accessed September 16, 2022.

5 California Department of Conservation, "Mines Online," available online at: https://maps.conservation.ca.gov/mol/index.html, accessed September 16, 2022.

6 City of Los Angeles, *General Plan Conservation Element*, 2001, available online at: https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf, accessed September 16, 2022.

City of Los Angeles Oil and Gas Drilling Ordinance

The Oil and Gas Drilling Ordinance (Oil Ordinance) was adopted on December 2, 2022 (City Council File No. CF 17-0447), which amends the Los Angeles Municipal Code to prohibit all new oil and gas drilling activities and make any existing extraction a nonconforming use in all zones of the City. The Oil Ordinance phases out oil drilling activities, which are known hazards to public health and safety, by immediately banning new oil and gas extraction.

4.11.3 REGULATORY FRAMEWORK

Federal

Indian Mineral Development Act of 1982

The Indian Mineral Development Act of 1982 (25 U.S. Code [USC] 2101–2108) permits Indian tribes, through the Secretary of the Interior, to enter into a Minerals Agreement for the disposition of tribal mineral resources. A Minerals Agreement provides for the exploration for or extraction of oil, gas, uranium, coal, geothermal, or other energy or non-energy mineral resources for tribes that own a beneficial or restricted interest or provide for the sale or production of tribal mineral resources.[7]

State

Surface Mining and Reclamation Act (SMARA) of 1975

The SMARA (Public Resources Code [PRC] 2710–2796) requires that the State Department of Mines and Geology Board map areas throughout the state that contain regionally significant mineral resources. Construction aggregate resources (sand and gravel) deposits were the first commodity selected for classification by the Board. Once mapped, the Mines and Geology Board is required to designate for future use those areas that contain aggregate deposits that are of prime importance in meeting the region's future need for construction-quality aggregates. The primary objective of SMARA is for each jurisdiction to develop policies that would conserve important mineral resources, where feasible, that might otherwise be unavailable when needed. SMARA requires that once policies are adopted, local agency land use decisions must be made in accordance with its mineral resource management policies. These decisions must also

7 U.S. Congress, *S. 1894 – Indian Mineral Development Act of 1982*, available online at: https://www.congress.gov/bill/97th-congress/senate-bill/1894, accessed September 16, 2022.

balance the mineral value of the resource to the market region as a whole, not just their importance to the local jurisdiction.[8]

State Mining & Geology Board

The State Mining and Geology Board (SMGB) provides professional expertise and serves as a regulatory, policy, and hearing body representing the state's interest in the development, utilization, and conservation of mineral resources, the reclamation of mined lands, and the development and dissemination of geologic and seismic hazard information. The nine-member SMGB operates within the Department of Conservation and is granted certain autonomous responsibilities and obligations under several statutes, including the Alquist-Priolo Earthquake Fault Zoning Act, the Seismic Hazards Mapping Act, and the Surface Mining and Reclamation Act.

Division of Mine Reclamation

The Division of Mine Reclamation (DMR) provides a measure of oversight for local governments as they administer SMARA within their respective jurisdictions. DMR may provide comments to lead agencies on a mining operation's reclamation plan and financial assurance and, jointly with SMGB, is charged with administering actions that encourage SMARA compliance. The primary focus is on existing mining operations and reclaiming mined lands to a usable and safe condition that is readily adaptable for alternative land uses. Issues related to abandoned legacy mines are addressed in the Abandoned Mine Lands program.

California Geological Survey

The California Geological Survey (CGS) provides objective geologic expertise and information about California's diverse nonfuel mineral resources, including their related hazards, through maps, reports, and other data products to assist governmental agencies, mining companies, consultants, and the public in recognizing, developing, and protecting important mineral resources.

Geologic Energy Management Division

The California Geologic Energy Management Division (CalGEM) provides oversight for oil, natural gas, and geothermal industries. Previously known as the Division of Oil, Gas, and Geothermal Resources, CalGEM oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas,

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8 California Department of Conservation, *Surface Mining and Reclamation Act of 1975 Statues and Regulations*, 2018, available online at: https://www.conservation.ca.gov/smgb/Regulations/Documents/SMARA-statutes-regs-7-2018.pdf, accessed September 16, 2022.

and geothermal wells in order to protect the environment, prevent pollution, and ensure public safety. All California oil and gas wells (development and prospect wells), enhanced-recovery wells, water-disposal wells, service wells (i.e., structure, observation, temperature observation wells), core-holes, and gas-storage wells, onshore and offshore (within three nautical miles of the coastline), located on state and private lands, are permitted, drilled, operated, maintained, plugged and abandoned under requirements and procedures administered by CalGEM.

Senate Bill 1137

SB 1137 protects communities from the harmful impacts of the oil industry; establishes a setback distance of 3,200 feet between any new oil well and homes, schools, parks or businesses open to the public; and ensures comprehensive pollution controls for existing oil wells within 3,200 feet of these facilities.

Government Code Section 65302(d)

Government Code Section 65302(d) states that a conservation element of the general plan shall address minerals and other natural resources.[9]

Local

City of Los Angeles General Plan Conservation Element

The City of Los Angeles General Plan provides growth and development policies by providing a comprehensive long-range view of the City as a whole. The Conservation Element of the General Plan consists of an identification and analysis of the existing natural resources in the City of Los Angeles. Policies of the Conservation Element include the preservation of mineral resources and the access to these resources. Much of the area within the MRZ-2 sites in Los Angeles was developed with structures prior to the MRZ classification and, therefore, is unavailable for extraction.

City of Los Angeles Municipal Code (LAMC)

To comply with SMARA, the City of Los Angeles adopted (1975) the 'G' Surface Mining supplemental use provisions (LAMC Section 13.03). Subsequent amendments have brought the City's provisions into consistency with new state requirements. The 'G' provisions are land use, not mineral conservation regulations. They regulate the establishment of sand and gravel districts, extraction operations, mitigation

9 California Legislative Information, *ARTICLE 5. Authority for and Scope of General Plans [65300-65303.4]*, 1965.

of potential noise, dust, traffic, and other potential impacts, as well as post-extraction site restoration. Other conditions may be imposed by the City if deemed appropriate.

The 'O' Oil Drilling supplemental use district provisions of the Municipal Code (Section 13.01) were initially enacted in 1953. They delineate the boundaries within which surface operations for drilling, deepening, or operation of an oil well or related facilities are permitted, subject to conditions and requirements set forth in the code and by a Department of City Planning Zoning Administrator, the Fire Department, and city's petroleum administrator of the Office of Administrative and Research Services. The conditions protect surrounding neighborhoods and the environment from potential impacts, e.g., noise, hazard, spills, and visual blight, though the City lacks a required buffer zone between oil wells and homes. In addition, the Department of Water and Power monitors drilling operations to assure protection of water wells and aquifers, though groundwater pollution in the region can often be traced to oil drilling. Property owners, including the City, receive oil production royalties from lands (e.g., city streets) that lie within oil drilling districts.

4.11.4 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to mineral resources if they would:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

4.11.5 METHODOLOGY

The boundaries of the Harbor LA CPAs were analyzed to determine if the Proposed Plans are located within a mineral resource deposit area. The methodology for determining the significance of impacts on mineral resources compares the existing conditions (2019) to the future 2040 conditions under the Proposed Plans as required by *State CEQA Guidelines* Section 15126.2(a). A significant impact would occur if the Proposed Plans would result in the loss of availability of a known mineral resource of regional or statewide value.

4.11.6 IMPACTS

Threshold MIN-1: Would the Proposed Plans result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

Potential impacts associated with oil drilling are discussed in **Section 4.6, Geology and Soils**. Potential hazards associated with development or construction on or adjacent to hazardous materials sites, including active oil fields, are discussed in **Section 4.8, Hazards and Hazardous Materials**.

This impact would be less than significant.

Mineral Resources (Non-Oil)

According to the latest Department of Conservation maps, there are no active mines in the Harbor LA CPAs and the Proposed Plans would not facilitate any new mining activity.[10] Areas within the Harbor LA CPAs are currently fully developed with residential, commercial, and industrial uses, as well as parks, open space, and public facilities in addition to freeways and streets. According to the California Department of Conservation Division of Mines and Geology's *Guidelines for Classification and Designation of Mineral Lands*, the uses listed below fall under the category of Economic Exclusion, which are land uses that are considered generally incompatible with mining and have been excluded from areas containing available aggregate resources:

A. Residential areas, and areas committed to residential development

B. Commercial areas with land improvements (buildings)

C. Industrial areas (buildings and adjacent needed storage and parking facilities)

D. Major public or private engineering projects including freeways, railroads, and major power transmission lines

E. Small areas isolated by urbanization

As a result of the existing development, mineral resources in these areas are economically excluded, and would likely not be considered aggregate resource areas by the California Department of Conservation, Division of Mines and Geology.

10 California Department of Conservation, "Mines Online," available online at: https://maps.conservation.ca.gov/mol/index.html, accessed September 16, 2022.

The existing City of Los Angeles Conservation Element has policies that pertain to the loss of a known and/or locally important mineral resource. These policies include Conservation Element Sand and Gravel Resources Policies 1 and 2, which seek to implement the provisions of the SMARA (Public Resources Code Sections 2710 et seq.) to establish extraction operations at appropriate sites; to minimize operation impacts on adjacent uses, ecologically important areas and groundwater; to protect the public health and safety; and require appropriate restoration, reclamation and reuse of closed sites. The Harbor LA CPAs do not contain any sand or gravel resource recovery and thus would not hinder extraction of such resources. No conflict with Conservation Element objectives or policies would result from implementation of the Proposed Plans. Implementation of the Proposed Plans would not result in a significant impact due to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state and impacts would be ***less than significant.***

Oil Deposits

The City of Los Angeles is located in Oil and Gas District 1, which covers the following counties: Los Angeles, Orange, San Bernardino, Riverside, San Diego, and Imperial. CalGEM provides information regarding oil and gas wells and other types of related facilities throughout the state. The Harbor LA CPAs contain portions of three State Designated Oil Fields: the Wilmington Oil Field, the Torrance Oil Field, and the Rosecrans Oil Field. The Wilmington Oil Field generally covers the eastern portion of the Wilmington-Harbor City CPA. The Torrance Oil Field extends over the northwestern portion of the Wilmington-Harbor City CPA. The Rosecrans Oil Field covers the northern portion of the Harbor Gateway CPA. There are numerous active, idle, and plugged wells within each of these locations.[11] Plugged wells prevent fluid from migrating between underground rock layers prior to abandonment. Idle wells are identified as not having produced oil or natural gas for six consecutive months of continuous operation during the last five or more years. Buried-idle wells are characterized the same as idle wells and are also buried. Drilling of oil wells and the production from the wells of oil, gases, or other hydrocarbon substances are permitted in the City's Supplemental Use Oil Drilling District ("O" District) subject to the provisions of LAMC Section 13.01. The oil wells within the Harbor LA CPAs are depicted in **Figure 4.8-4, Oil and Gas Wells within the Harbor LA CPAs,** in **Section 4.8, Hazards and Hazardous Materials.**

The City of Los Angeles Conservation Element Oil and Gas policies 1 and 3 intend to conserve petroleum resources and enable appropriate, environmentally sensitive extraction of petroleum deposits to protect petroleum resources for the use of future generations and reduce the City's dependency on imported

11 California Department of Conservation, Geologic Energy Management Division. "Well Finder," available at: https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.27668/33.79954/14, accessed September 16, 2022.

petroleum and petroleum products. Policies of the Conservation Element include the preservation of mineral resources and of the access to these resources:

- Policy 1: Continue to encourage energy conservation and petroleum product reuse
- Policy 3: Continue to protect neighborhoods from potential accidents and subsidence associated with drilling, extraction, and transport operations, consistent with California Department of Conservation, Division of Oil and Gas requirements

The Health Element includes the following policy related to oil extraction:

- 5.4 Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others. (A Plan for a Healthy Los Angeles)

The Safety Element includes the following policies regarding energy usage:

- 1.2.2 Renewable Energy. Aggressively pursue renewable energy sources, transitioning away from fossil based sources of energy and toward 100% renewable energy sources.
- 1.2.7 Zero Emissions Vehicles. In keeping with the Mobility Plan, work toward zero emissions transportation and goods movement and increase zero emissions infrastructure including charging.

Numerous other policies have been adopted by the City over the last several years that support limitations—such as setbacks on oil wells—and encourage a move away from petroleum at the City level. Each of these policies signal a long-term shift away from petroleum to renewables and electricity. As such, while the 2001 Conversation Element provides a map of the various oil fields in the CPAs and discusses petroleum as a resource, the City does not consider petroleum to be a mineral resource of local importance and considers the activities associated with its extraction to be detrimental to public health, safety, and the environment. This is reflected in recent City initiatives and ordinances such as the Green New Deal, Clean Up Green Up (LAMC 13.18 eff. June 2016) and in policies included in the updates to the Health and Safety elements of the City's General Plan adopted on November 24, 2021, including Health Element policy 5.4 and Safety Element policies 1.2.2 and 1.2.7. Furthermore, the Proposed Plans are consistent with Conservation Element, Section 19 policies 1 and 3 to "encourage conservation of petroleum," and to "protect neighborhoods from potential accidents and subsidence associated with [petroleum] drilling, extraction and transport operations..."

The annual cumulative oil production in 2017 in the City was two percent of the state's total production. This represents a small amount of the available statewide resource. As state and national policies also shift away from petroleum, the value of the resource continues to diminish.

The Wilmington-Harbor City Plan's Guiding Principles focus on promoting equitable, sustainable, and healthy neighborhoods in part by reducing the footprint of the oil and gas industry and prioritizing residential neighborhoods. However, the Wilmington-Harbor City Plan does not preclude continued extraction, nor would the Plan preclude or eliminate future extraction activities from existing oil wells. The Plan proposes to reduce the size of oil fields where appropriate (i.e., acreage and square footage) for oil well spacing and well drilling and extraction activities. However, wells would remain accessible as demonstrated through current extraction activities. Additionally, moving away from oil extraction would be consistent with the state's goals to move away from carbon sources of energy, as described in the California Air and Resources Board's (CARB's) 2022 Scoping Plan (see **Section 4.2**, **Air Quality,** and **Section 4.7, Greenhouse Gas Emissions**). Furthermore, the Wilmington-Harbor City Plan is consistent with the following policies of the proposed Wilmington-Harbor City Plan Environmental Justice Element:

- **EJ 10.1**: Support the expedited preparation of plans and programs for the abandonment, proper plugging and remediation of all oil-related sites, prioritizing sites in residential areas, consistent with state, County and City efforts to phase-out oil drilling and ensure that all existing oil well sites adhere to adopted amortization programs and prohibitions.

- **EJ 11.1**: Ensure that existing oil well sites within residential areas provide appropriate screening, fencing and landscaping and have well-maintained equipment until such time as they are phased out.

- **EJ 11.2**: Consistent with existing zoning review practices, seek a high-level discretionary review for any changes to existing oil and gas extraction sites, surface production facilities, refineries and related activities so that the public may be properly notified and consulted, and so that appropriate environmental review may take place pursuant to the California Environmental Quality Act.

The Wilmington-Harbor City Plan seeks to provide guidance that recognizes the reality of existing conditions while providing an improved balance between the need for oil resources and the health of the community, while advancing the City's goal of reducing the footprint of the oil and gas industry.[12] Policy LU 3.3 is to ensure that existing oil well sites located in residential areas have well maintained landscaping and equipment and appropriate perimeter fencing (except for the front yard portions) until such time as

12 City of Los Angeles, *Wilmington Harbor City Draft Community Plan*, Chapter 3 Environmental Justice.

they are phased-out under the 2022 Oil Ordinance. However, nothing in the Proposed Plans precludes or limits access to existing oil well sites.

Moreover, as discussed in **Section 4.5, Energy**, the Proposed Plans would generally reduce energy demand by facilitating energy-efficient infill and mixed-use development that would comply with City green building requirements.

Therefore, implementation of the Proposed Plans would not result in a significant impact due to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, and impacts would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold MIN-2: Would the Proposed Plans result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

This impact would be less than significant.

As noted above, implementation of the Proposed Plans would not result in the loss of availability of non-oil mineral resources as much of the Harbor LA CPAs are urbanized and therefore would be economically excluded from being considered aggregate resource areas by the California Department of Conservation, Division of Mines and Geology. Furthermore, there are no active mine operations within the Harbor LA CPAs that would be impacted by the Proposed Plans.

The Proposed Plans would also comply with all City plans, regulations, and policies related to oil extraction. As noted above, the Harbor LA CPAs would not preclude continued oil extraction from existing wells. Oil fields could be reduced in size (i.e., acreage and square footage) for oil well spacing and the well drilling and extraction activities. Additionally, moving away from oil well land usage would be consistent with the State's goals to move away from carbon sources of energy, as described in the California Air and Resources Board's (CARB's) 2022 Scoping Plan. Furthermore, the Proposed Plans aim to reduce energy

demand through infill and mixed-use development that would comply with City green building requirements. As a result, the Proposed Plans would not result in the loss of availability of a locally important mineral resource recovery site and impacts would be ***less than significant.***

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.11.7 CUMULATIVE IMPACTS

The geographic context for the cumulative analysis of mineral resources is Los Angeles County. Generally, the areas surrounding the Harbor LA CPAs are also urbanized and therefore likely to also be considered economically excluded from being considered aggregate resource areas by the California Department of Conservation. Furthermore, there are no identified active mine operations near any boundaries of the Harbor LA CPAs.[13] The City of Los Angeles Conservation Element Oil and Gas policies 1, 2, and 3 intend to conserve petroleum resources and enable appropriate, environmentally sensitive extraction of petroleum deposits to protect petroleum resources for the use of future generations, and to reduce the City's dependency on imported petroleum and petroleum products. The Proposed Plans would not preclude oil extraction and would be required to comply with existing policies related to petroleum extraction. As such, the Proposed Plans would not make a cumulatively considerable contribution related to the loss of mineral resources and cumulative impacts would be less than significant.

4.11.8 REFERENCES

California Department of Conservation. *Surface Mining and Reclamation Act of 1975 Statues and Regulations*. 2018. Available online at: https://www.conservation.ca.gov/smgb/Regulations/Documents/SMARA-statutes-regs-7-2018.pdf, accessed September 16, 2022.

California Department of Conservation. *California Non-Fuel Mineral Production 2019*. 2019. Available online at: https://www.conservation.ca.gov/cgs/Documents/Minerals/california-non-fuel-mineral-production-2019-a11y.pdf, accessed August 15, 2022.

13 California Department of Conservation, "Mines Online," available online at: https://maps.conservation.ca.gov/mol/index.html, accessed September 16, 2022.

California Department of Conservation (DOC). *Guidelines for Classification and Designation of Mineral Lands*. Available online at: https://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf, accessed August 19, 2019.

California Department of Conservation. "Mines Online." Available online at: https://maps.conservation.ca.gov/mol/index.html, accessed September 16, 2022.

California Department of Conservation. Geologic Energy Management Division. "Well Finder." Available at: https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.27668/33.79954/14, accessed September 16, 2022.

City of Los Angeles. *General Plan Conservation Element*. 2001. Available online at: https://planning.lacity.org/odocument/28af7e21-ffdd-4f26-84e6-dfa967b2a1ee/Conservation_Element.pdf, accessed September 16, 2022.

U.S. Congress. *S. 1894 – Indian Mineral Development Act of 1982*. Available online at: https://www.congress.gov/bill/97th-congress/senate-bill/1894, accessed September 16, 2022.

4.12 NOISE AND VIBRATION

INTRODUCTION

This section evaluates noise and groundborne vibration impacts resulting from construction and operation of the Harbor LA Community Plans Update, which includes the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan (hereinafter, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans"). Noise monitoring data and calculations are included in **Appendix 4.12, Noise Data,** of this Draft Environmental Impact Report (Draft EIR). Topics addressed include short-term construction and long-term operational noise and vibration.

4.12.1 EXISTING ENVIRONMENTAL SETTING

Noise and Vibration Basics

Noise Principles and Descriptors

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). Noise is generally defined as undesirable (i.e., loud, unexpected, or annoying) sound. Acoustics is defined as the physics of sound and addresses its propagation and control.[1] In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determine the sound level and characteristics of the noise perceived by the receiver.

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dB), which is the standard unit of sound amplitude measurement and reflects the way people perceive changes in sound amplitude. The dB scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 and 140 dB corresponding to the thresholds of feeling and pain, respectively. Pressure waves traveling through air exert a force registered by the human ear as sound.[2]

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1 California Department of Transportation, "Technical Noise Supplement to the Traffic Noise Analysis Protocol," 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed April 20, 2023.

2 California Department of Transportation, "Technical Noise Supplement to the Traffic Noise Analysis Protocol," 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed April 20, 2023.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude. When all of the audible frequencies of a sound are measured, a sound spectrum is plotted consisting of a range of frequencies spanning 20 to 20,000 Hz. The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the sound frequency/sound power level spectrum.[3]

The typical human ear is not equally sensitive to the frequency range from 20 to 20,000 Hz. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to these extremely low and extremely high frequencies. This method of frequency filtering or weighting is referred to as A-weighting, expressed in units of A-weighted decibels (dBA), which is typically applied to community noise measurements.[4] Some representative common outdoor and indoor noise sources and their corresponding A-weighted noise levels are shown in **Figure 4.12-1, A-Weighted Decibel Scale**.

Noise Exposure and Community Noise

Community noise exposure is typically measured over a period of time; a noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the sound sources contributing to the community noise environment. Community noise is primarily the product of many noise sources, which constitute a relatively stable background noise exposure, with many unidentifiable individual contributors. Single-event noise sources, such as aircraft flyovers, sirens, etc., may cause sudden changes in background noise level.[5] However, background noise levels generally change gradually throughout the day, corresponding with the addition and subtraction of distant noise sources, such as changes in traffic volume.

In an outdoor environment, sound energy attenuates through the air as a function of distance. Such attenuation is called "distance loss" or "geometric spreading" and is based on the type of source configuration (i.e., a point source or a line source). The rate of sound attenuation for a point source, such

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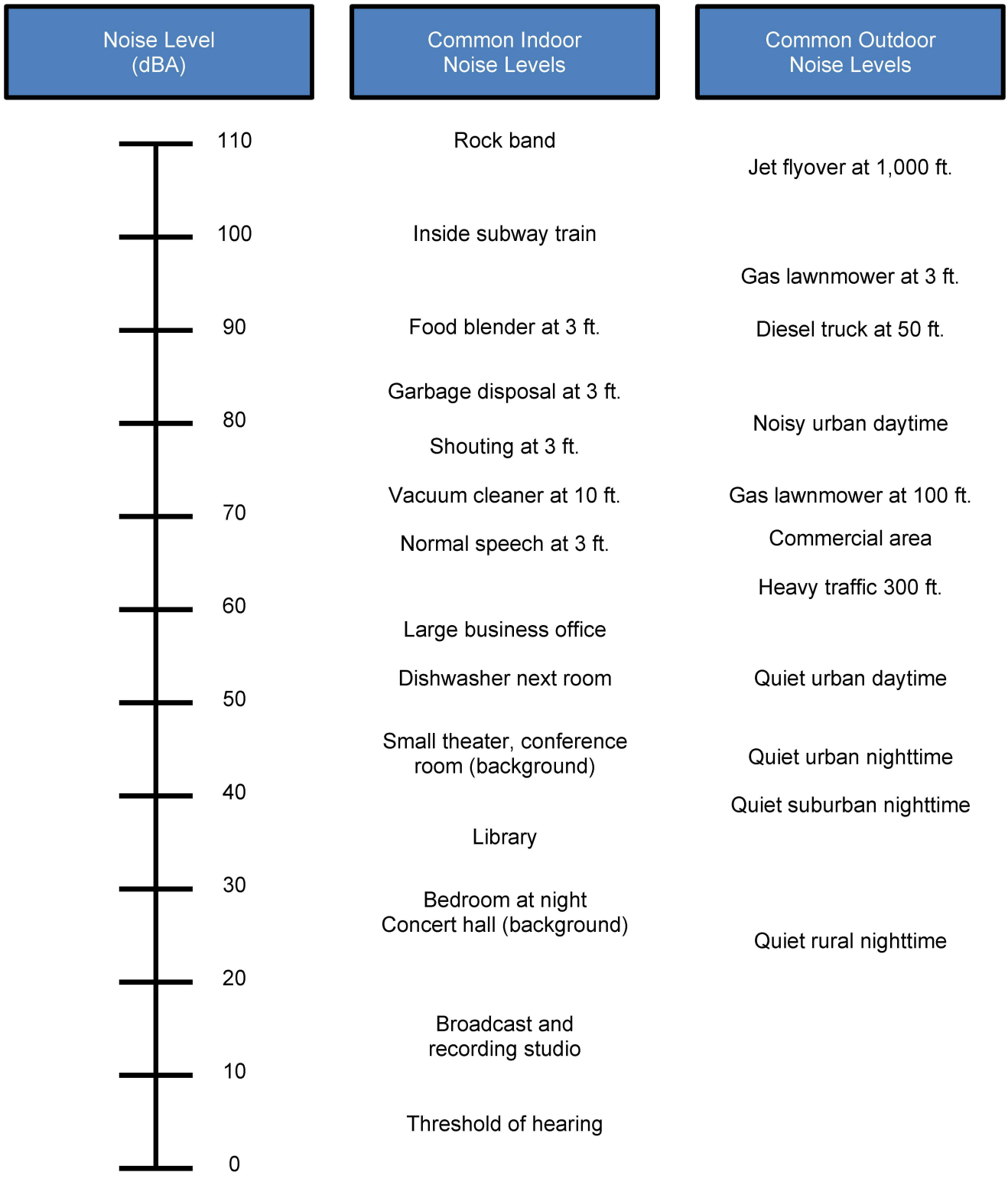
3 California Department of Transportation, "Technical Noise Supplement to the Traffic Noise Analysis Protocol," 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed April 20, 2023.

4 California Department of Transportation, "Technical Noise Supplement to the Traffic Noise Analysis Protocol," 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed April 20, 2023.

5 California Department of Transportation, "Technical Noise Supplement to the Traffic Noise Analysis Protocol," 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed April 20, 2023.

as a piece of mechanical or electrical equipment (e.g., air conditioner or bulldozer), is 6 dBA per doubling of distance from the noise source to the receiver over acoustically "hard" sites (e.g., asphalt and concrete surfaces) and 7.5 dBA per doubling of distance from the noise source to the receiver over acoustically "soft" sites (e.g., soft dirt, grass or scattered bushes and trees). For example, an outdoor condenser fan that generates a sound level of 60 dBA at a distance of 50 feet at an acoustically hard site would attenuate to 54 dBA at a distance of 100 feet from the point source and attenuate to 48 dBA at 200 feet from the point source. The rate of sound attenuation for a line source, such as a constant flow of traffic on a roadway, is 3 dBA per doubling of distance from the point source to the receiver for hard sites and 4.5 dBA per doubling of distance for soft sites.[6]

6 California Department of Transportation, "Technical Noise Supplement to the Traffic Noise Analysis Protocol," 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed April 20, 2023.



SOURCE: California Department of Transportation. 1998.

FIGURE **4.12-1**

IMPACT SCIENCES

A-Weighted Decibel Scale

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Receptors located downwind from a noise source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Atmospheric temperature inversion (i.e., increasing temperature with elevation) can increase sound levels over long distances. Other factors such as air temperature, humidity, and turbulence can, under the right conditions, also have substantial effects on noise levels.

Structures (e.g., buildings and solid walls) and natural topography (e.g., hills and berms) that obstruct the line-of-sight between a noise source and a receiver further reduce the noise level if the receiver is located within the "shadow" of the obstruction, such as behind a sound wall. This type of sound attenuation is known as "barrier insertion loss." If a receiver is located behind the wall but still has a view of the source (i.e., the line-of-sight is not fully blocked), barrier insertion loss would still occur but to a lesser extent. In addition, a receiver located on the same side of the wall as a noise source may actually experience an increase in the perceived noise level as the wall can reflect noise back to the receiver, thereby compounding the noise. Noise barriers can provide noise level reductions ranging from approximately 5 dBA (where the barrier just breaks the line-of-sight between the source and receiver) to an upper range of 20 dBA with a larger barrier. Furthermore, structures with closed windows can further attenuate exterior noise by a minimum of 20 dBA to 30 dBA.

Successive additions of sound to the community noise environment typically changes the community noise level from moment to moment, requiring the noise exposure to be measured over periods of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts. The following noise descriptors are used to characterize environmental noise levels over time.

L_{eq}: The equivalent sound level over a specified period of time, typically, 1 hour (L_{eq}). The L_{eq} may also be referred to as the energy-average sound level.

L_{max}: The maximum, instantaneous noise level experienced during a given period of time.

L_{min}: The minimum, instantaneous noise level experienced during a given period of time.

L_x: The noise level exceeded a percentage of a specified time period. For instance, L50 and L90 represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

L_{dn}: The average A-weighted noise level during a 24-hour day, obtained after an addition of 10 dBA to measured noise levels between the hours of 10:00 PM and 7:00 AM to account for nighttime noise sensitivity. The L_{dn} is also termed the day-night average noise level (DNL).

CNEL: The Community Noise Equivalent Level (CNEL) is the time average A-weighted noise level during a 24-hour day that includes an addition of 5 dBA to measured noise levels between the hours of 7:00 PM and 10:00 PM and an addition of 10 dBA to noise levels between the hours of 10:00 PM and 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively.

Effects of Noise On People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance);
- Interference effects (e.g., communication, sleep, and learning interference);
- Physiological effects (e.g., startle response); and
- Physical effects (e.g., hearing loss).

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects interrupt daily activities and includes interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep.[7]

The World Health Organization's (WHO) Guidelines for Community Noise details the adverse health effects of noise, which include hearing impairment, speech intelligibility, sleep disturbance, physiological functions (e.g., hypertension and cardiovascular effects), mental illness, performance of cognitive tasks, social and behavioral effects (e.g., feelings of helplessness, aggressive behavior), and annoyance.[8]

With regard to the subjective effects, an individuals' responses to similar noise events are diverse and influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity. Overall, there is no completely satisfactory

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7 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf; accessed April 20, 2023.

8 Berglund, Birgitta, Lindvall, Thomas, Schwela, Dietrich H & World Health Organization, Occupational and Environmental Health Team, "Geneva: World Health Organization. Guidelines for Community Noise," 1999, available at https://apps.who.int/iris/handle/10665/66217, accessed April 20, 2023.

way to measure the subjective effects of noise, or the corresponding reactions of annoyance and dissatisfaction on people. A wide variation in individual thresholds of annoyance exists, and different tolerances to noise tend to develop based on an individual's past experiences with noise. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:[9]

- Except in carefully controlled laboratory experiments, a change of 1 dBA in ambient noise levels cannot be perceived.
- Outside of the laboratory, a 3 dBA change in ambient noise levels is considered to be a barely perceivable difference.
- A change in ambient noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in ambient noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

These relationships between change in noise level and human hearing response occur in part because of the logarithmic nature of sound and the dB scale. Because the dBA scale is based on logarithms, two noise sources do not combine in a simple additive fashion, but rather logarithmically. Under the dBA scale, a doubling of sound energy corresponds to a 3 dBA increase. In other words, when two sources are each producing sound of the same loudness, the resulting sound level at a given distance would be approximately 3 dBA higher than one of the sources under the same conditions. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA. Under the dB scale, three sources of equal loudness together produce a sound level of approximately 5 dBA louder than one source, and ten sources of equal loudness together produce a sound level of approximately 10 dBA louder than the single source.[10]

Vibration Fundamentals

Vibration can be interpreted as energy transmitted in waves through the ground or man-made structures, which generally dissipate with distance from the vibration source. Vibration is an oscillatory motion

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9 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol,* 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf ,accessed April 20, 2023.

10 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, 2013, available online at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf ,accessed April 20, 2023.

through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Since energy is lost during its transfer from one particle to another, vibration becomes less perceptible with increasing distance from the source.

As described in the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual, groundborne vibration can be a serious concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard.[11] In contrast to airborne noise, groundborne vibration is not a common environmental problem, as it is unusual for vibration from sources such as rubber-tired buses and trucks to be perceptible, even in locations close to major roads. Some common outdoor sources of groundborne vibration are trains, heavy trucks traveling on rough roads, and certain construction activities, such as blasting, pile-driving, and operation of heavy earth-moving equipment.[12] Groundborne vibration generated by man-made activities (e.g., road traffic, construction operations) typically weakens with greater horizontal distance from the source of the vibration. By comparison, most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors.

Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal in inches per second (in/sec) and is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to express RMS vibration velocity amplitude. The relationship of PPV to RMS velocity is expressed in terms of the "crest factor," defined as the ratio of the PPV amplitude to the RMS amplitude. PPV is typically a factor of 1.7 to 6 times greater than RMS vibration velocity; FTA uses a crest factor of 4. The decibel notation VdB acts to compress the range of numbers required to describe vibration. Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receptors for vibration include buildings where vibration would interfere with operations within the building or cause damage

11 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed April 20, 2023.

12 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed April 20, 2023.

(especially older masonry structures), locations where people sleep, and locations with vibration sensitive equipment, such as laboratories or surgical suites.[13]

Typical human reactions to vibration are summarized in **Table 4.12-1**. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 90 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Table 4.12-1
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Minimum Recorded Time Averaged Ambient Sound Level (dBA, L_{eq})
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between the barely perceptible and distinctly perceptible. Many people find that transportation vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Note: VdB = decibel notation (i.e., vibration velocity amplitude)
Source: Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment.

Groundborne noise specifically refers to the rumbling noise emanating from the motion of building room surfaces due to the vibration of floors and walls; it is perceptible only inside buildings. The relationship between groundborne vibration and groundborne noise depends on the frequency of the vibration and the acoustical absorption characteristics of the receiving room. For typical buildings, groundborne vibration that causes low frequency noise (i.e., the vibration spectrum peak is less than 30 Hz) results in a groundborne noise level that is approximately 50 decibels lower than the velocity level. For groundborne vibration that causes mid-frequency noise (i.e., the vibration spectrum peak is 30 to 60 Hz), the groundborne noise level will be approximately 35 to 37 decibels lower than the velocity level.[14] Therefore, for typical buildings, the groundborne noise decibel level is lower than the groundborne vibration velocity level.

13 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed April 20, 2023.

14 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed April 20, 2023.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. According to the City's General Plan Noise Element, the following land uses are considered noise-sensitive: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses, houses of worship, hospitals, libraries, schools, auditoriums, concert halls, outdoor theaters, nature and wildlife preserves, and parks.[15] The Harbor LA Community Plan Areas (CPAs) contain areas for residential uses and there are a number of schools, places of worship, parks, and other sensitive uses throughout the CPAs.

Vibration-sensitive receptors, which are similar to noise-sensitive receptors, include residences and institutional uses, such as hospitals, schools, and churches. However, vibration-sensitive receptors also include buildings where vibrations may interfere with vibration-sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studios or facilities with sensitive equipment). Historic buildings can also be particularly sensitive to vibration. Refer to **Section 4.4, Cultural Resources,** for a discussion of historic properties, which may be sensitive to increases in noise and vibration levels.

Existing Setting

Noise Sources

The Harbor LA CPAs are affected by a variety of noise sources, including mobile and stationary sources. Mobile noise in the Harbor LA CPAs are primarily generated by automobiles, trucks, and freight train activity associated with goods movement through the CPAs. Mobile-source noises generally affect numerous receptors along lengths of roadways and rail lines. Stationary source noise is primarily generated by industrial and commercial land uses; however, all land uses can generate some type of noise. The closest public use airport is the Torrance Airport–Zamperini Field, located approximately 1.5 miles to the west of the Wilmington–Harbor City CPA boundary and 1.75 miles to the southwest of the Harbor Gateway CPA boundary.

Existing Noise Levels

A series of exterior daytime noise measurements were taken on August 30, 2022 between 7:48 AM and 2:13 PM to characterize existing conditions in the Harbor LA CPAs. Noise measurements were taken using a Larson Davis LxT SoundTrack noise monitor. This instrument was calibrated and operated according to

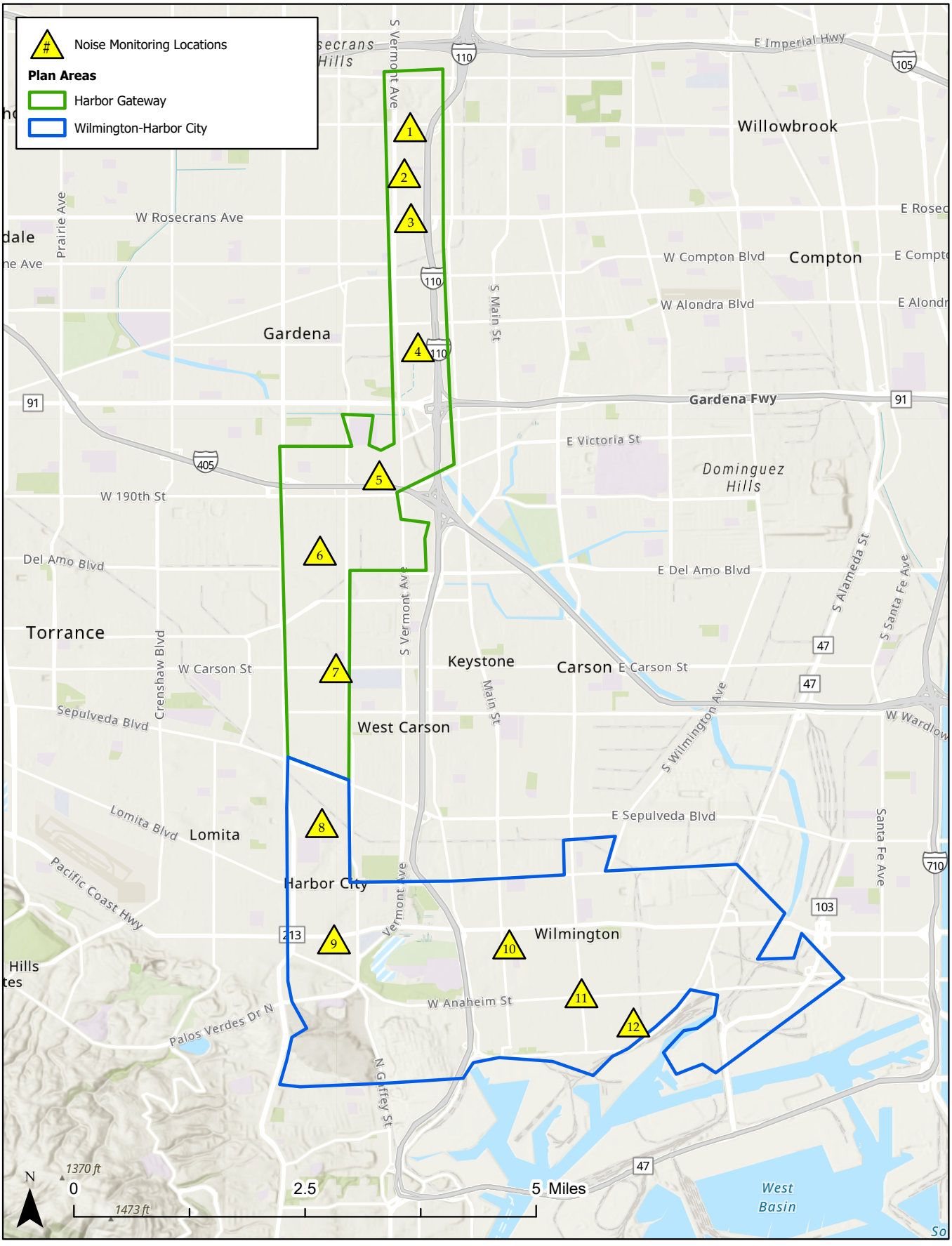
15 City of Los Angeles, *Noise Element of the General Plan*, 1999.

the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade and was typically placed on the property line adjacent to the public right-of-way. Noise monitoring locations are shown in **Figure 4.12-2**, **Noise Monitoring Locations**. The locations were selected to represent a wide variety of noise conditions in the Harbor LA CPAs, including residential neighborhoods, commercial corridors, and schools, as these are the uses considered most sensitive to noise. **Table 4.12-2, Existing (Time Averaged) Noise Levels in Harbor LA CPAs**, shows that the existing ambient noise levels within the Harbor LA CPAs range between 57.8 and 75.4 dBA L_{eq}. Existing ambient noise levels by type of land use are shown in **Table 4.12-2**. Primary sources of noise include automobiles and common urban activities.

Table 4.12-2
Existing (Time Averaged) Noise Levels in Harbor LA CPAs

Figure 4.12-2 ID No.	Noise Monitoring Location	Primary Existing Land Use Description	Time Averaged Sound Level (dBA, L_{eq})[a]
1	El Segundo Blvd./Menlo Ave.	Multi-Family Residential	75.4
2	135th St./Ainsworth St.	Elementary School, Single-Family Residential	71.1
3	Rosecrans Ave./Menlo Ave.	Commercial, Single-Family Residential	72.7
4	Gardena Blvd./Orchard Ave.	Commercial, Single-Family Residential	66.3
5	186th St./Catalina Ave.	Single-Family Residential	57.8
6	Harborgate Way/Francisco St.	Industrial	64.6
7	1341 W. Carson St.	Multi-Family Residential	73.2
8	240th St./President Ave.	Industrial	67.7
9	Pacific Coast Hwy/Belle Porte Ave.	Motel, Commercial	73.1
10	M St./Gulf Ave.	Single-Family Residential	59.4
11	829 N. Avalon Blvd.	Commercial, Wilmington Town Square Park	74.1
12	E St./Eubank Ave.	Industrial	69.6

Note: Noise measurements taken over a period of 15 minutes. Due to the nature of short-term measurements, noise levels are more variable than measurements taken over longer time periods.
[a] Leq is the equivalent sound level over a specified period of time. The Leq may also be referred to as the energy-average sound level.
Source: Impact Sciences Inc. 2022.



SOURCE: Esri, 2022

FIGURE **4.12-2**

Noise Monitoring Locations

IMPACT SCIENCES

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Vibration Sources

Common sources of vibration within the Harbor LA CPAs include heavy vehicles on rough roads, trains running through the CPAs, and construction activities (e.g., earth-moving equipment and pile driving). In addition, commercial or industrial activities may generate vibration (e.g., businesses that recycle construction debris and use heavy equipment). The FTA estimates that, at 50 feet, the typical background vibration in urban areas is 52 VdB, the vibration from buses and trucks is 63 VdB, and the vibration from bulldozers is 93 VdB.[16]

4.12.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Noise at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Occupational Safety and Health Act of 1970
- Noise Control Act of 1972
- Federal Transit Administration Vibration Standards
- Office of Planning and Research Guidelines for Noise Compatible Land Use
- Caltrans Vibration/Groundborne Noise Standards
- Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan
- Los Angeles Municipal Code
- City of Los Angeles General Plan Noise Element

Federal

Occupational Safety and Health Act of 1970. Under the Occupational Safety and Health Act of 1970 (29 U.S.C. §1919 et seq.), the Occupational Safety and Health Administration (OSHA) has adopted regulations designed to protect workers against the effects of occupational noise exposure. These regulations list permissible noise level exposure as a function of the amount of time during which the worker is exposed. The regulations further specify a hearing conservation program that involves monitoring noise to which

16 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed April 20, 2023.

workers are exposed, ensuring that workers are made aware of overexposure to noise, and periodically testing the workers' hearing to detect any degradation.[17]

Noise Control Act of 1972. Under the authority of the Noise Control Act of 1972, the United States Environmental Protection Agency (U.S. EPA) established noise emission criteria and testing methods published in Parts 201 through 205 of Title 40 of the Code of Federal Regulations (CFR) that apply to some transportation equipment (e.g., interstate rail carriers, medium trucks, and heavy trucks) and construction equipment. In 1974, U.S. EPA issued guidance levels for the protection of public health and welfare in residential areas of an outdoor L_{dn} of 55 dBA and an indoor L_{dn} of 45 dBA. These guidance levels are not standards or regulations and were developed without consideration of technical or economic feasibility. There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Proposed Plans. Moreover, the federal noise standards are not reflective of urban environments that range by land use, density, proximity to commercial or industrial centers, etc. As such, for purposes of determining acceptable sound levels to determine and evaluate intrusive noise sources and increases, this document utilizes the City of Los Angeles Noise Regulations, discussed below.

Federal Transit Administration Vibration Standards. There are no federal vibration standards or regulations adopted by any agency that are applicable to evaluating vibration impacts from land use plans such as the proposed Plans. However, the Federal Transit Administration (FTA) has adopted vibration criteria for use in evaluating vibration impacts from construction activities. The vibration damage criteria adopted by the FTA are shown in **Table 4.12-3, Construction Vibration Damage Criteria.**

Table 4.12-3
Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: FTA, Transit Noise and Vibration Impact Assessment Manual, 2018.

17 United States Department of Labor, OSH Act of 1970, available online at: https://www.osha.gov/laws-regs/oshact/completeoshact, accessed April 20, 2023.

The FTA has also adopted standards associated with human annoyance for determining the groundborne vibration and noise impacts from ground-borne noise on the following three off-site land-use categories: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional.[18] The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment but that still potentially involve activities that could be disturbed by vibration. The vibration thresholds associated with human annoyance for these three land-use categories are shown in **Table 4.12-4, Groundborne Vibration and Groundborne Noise Impact Criteria for General Assessment**. No thresholds have been adopted or recommended for commercial or office uses.

Table 4.12-4
Groundborne Vibration and Groundborne Noise Impact Criteria for General Assessment

Land Use Category	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[d]	65 VdB[d]	65 VdB[d]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB

a "Frequent Events" is defined as more than 70 vibration events of the same source per day.
b "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
c "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.
d This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes.
Source: FTA, Transit Noise and Vibration Impact Assessment Manual, 2018.

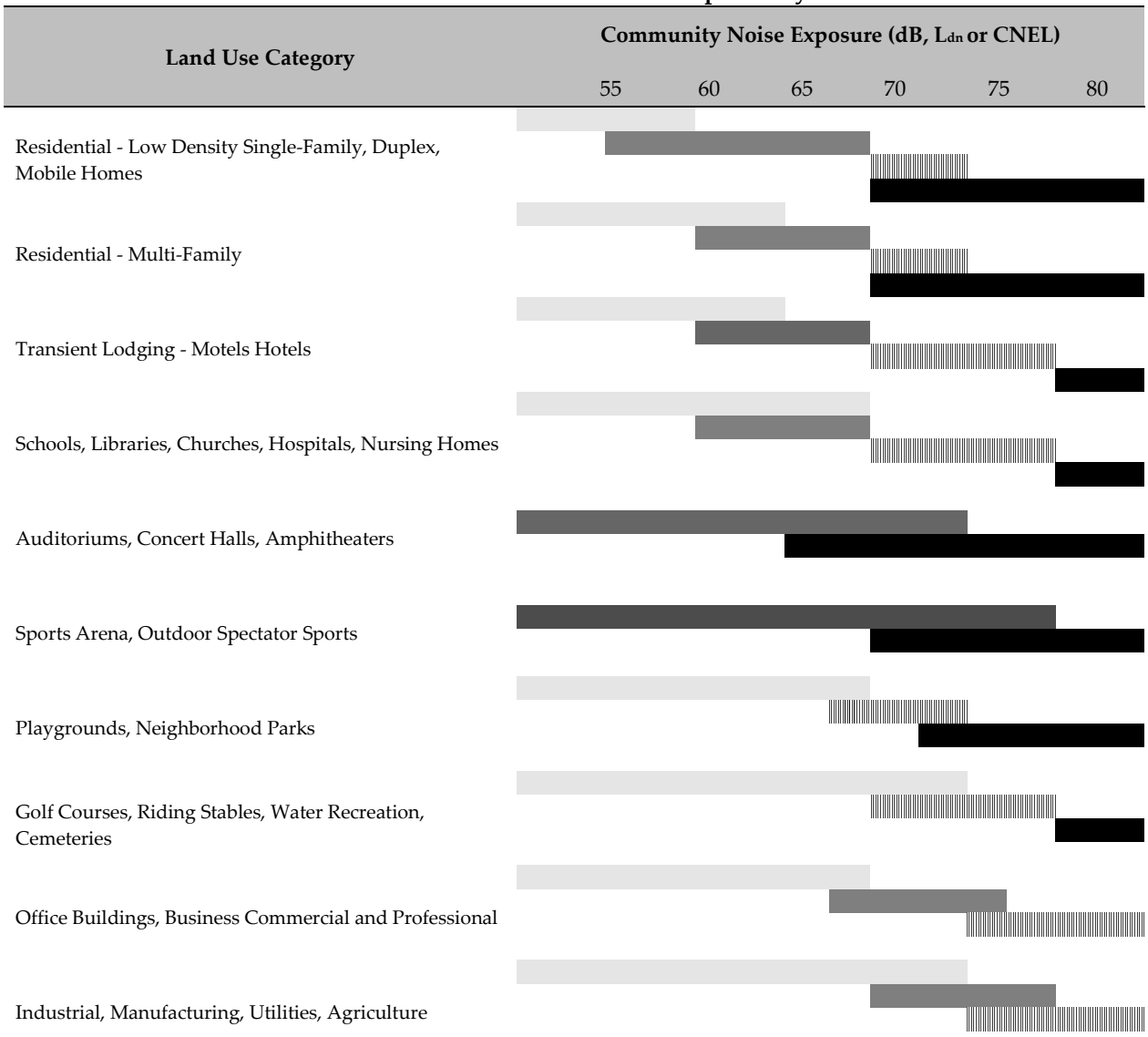
State

Office of Planning and Research Guidelines for Noise Compatible Land Use. The State of California has not adopted statewide standards for environmental noise, but the Governor's Office of Planning and

18 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed April 20, 2023.

Research (OPR) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure, as presented in **Table 4.12-5, State of California/Land Use Compatibility Matrix**. The purpose of these guidelines is to maintain acceptable noise levels in a community setting for different land use types. Noise levels are divided into four general categories, which vary in range according to land use type: "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable." The City has developed its own compatibility guidelines in the Noise Element of the General Plan based in part on OPR Guidelines (see **Table 4.12-8**). California Government Code Section 65302 requires each county and city in the State to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(f) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

Table 4.12-5
State of California Noise/Land Use Compatibility Matrix



Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix C), 2003.

The State has established noise insulation standards for new multi-family residential units, hotels, and motels. These requirements are collectively known as the California Noise Insulation Standards (Title 24, California Code of Regulations). The noise insulation standards set forth an interior standard of 45 dBA CNEL in any habitable room. The standards require an acoustical analysis demonstrating that dwelling units have been designed to meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Title 24 standards are typically enforced by local jurisdictions through the building permit application process.

Caltrans Vibration/Groundborne Noise Standards. The State of California has not adopted Statewide standards or regulations for evaluating vibration or groundborne noise impacts from land use development projects such as the proposed Project. Although the State has not adopted any vibration standard, Caltrans in its *Transportation and Construction Vibration Guidance Manual* recommends the following vibration thresholds that are more practical than those provided by the FTA.

The state noise and vibration guidelines are to be used as guidance with respect to planning for noise, not standards and/or regulations to which the City of Los Angeles must adhere.

Table 4.12-6
Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (inch/sec)	
	Transient Sources[1]	Continuous/Frequent Intermittent Sources[2]
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Source: Caltrans. 2013. Transportation and Construction Vibration Guidance Manual, Table 19.
1 Transient sources create a single, isolated vibration event, such as blasting or drop balls.
2 Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Local

Los Angeles Municipal Code. The City of Los Angeles Noise Regulations are provided in Chapter XI of the Los Angeles Municipal Code (LAMC). LAMC Section 111.02 provides procedures and criteria for the measurement of the sound level of "offending" noise sources. In accordance with the LAMC, a noise source that causes a noise level increase of 5 dBA over the existing average ambient noise level as measured at an adjacent property line creates a noise violation. This standard applies to radios, television sets, air conditioning, refrigeration, heating, pumping and filtering equipment, powered equipment intended for repetitive use in residential areas, and motor vehicles driven on-site. To account for people's increased tolerance for short-duration noise events, the Noise Regulations provide a 5 dBA allowance for a noise source that causes noise lasting more than 5 but less than 15 minutes in any one-hour period, and an additional 5 dBA allowance (for a total of 10 dBA) for a noise source that causes noise lasting 5 minutes or less in any one-hour period.[19]

The LAMC provides that in cases where the actual ambient conditions are not known, the City's presumed daytime (7:00 AM to 10:00 PM) and nighttime (10:00 PM to 7:00 AM) minimum ambient noise levels as defined in LAMC Section 111.03 should be used. The presumed ambient noise levels for these areas where the actual ambient conditions are not known as set forth in the LAMC Sections 111.03 are provided in **Table 4.12-7, City of Los Angeles Presumed Ambient Noise Levels**. For example, for residential-zoned areas, the presumed ambient noise level is 50 dBA during the daytime and 40 dBA during the nighttime.

Table 4.12-7
City of Los Angeles Presumed Ambient Noise Levels

Zone	Daytime Hours (7 AM to 10 PM) dBA (L_{eq})	Nighttime Hours (10 PM to 7 AM) dBA (L_{eq})
Residential (A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5)	50	40
Commercial (P, PB, CR, C1, C1.5, C2, C4, C5, and CM)	60	55
Manufacturing (M1, MR1 and MR2)	60	55
Heavy Manufacturing (M2 and M3)	65	65

Source: LAMC Section 111.03.

19 Los Angeles Municipal Code, Chapter XI, Article I, Section 111.02-(b).

LAMC Section 112.02 limits increases in noise levels from air conditioning, refrigeration, heating, pumping and filtering equipment. Such equipment may not be operated in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dB.

LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool that creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of any residence between 10:00 PM and 7:00 AM. Section 113.01 prohibits rubbish and garbage collection within 200 feet of any residence between 9:00 PM and 6:00 AM.

LAMC Section 112.05 sets a maximum noise level for construction equipment of 75 dBA at a distance of 50 feet when operated within 500 feet of a residential zone. Compliance with this standard shall not apply where compliance therewith is technically infeasible. LAMC Section 41.40 prohibits construction between the hours of 9:00 PM. and 7:00 AM. Monday through Friday, 6:00 PM and 8:00 AM on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 AM to 9:00 PM; and Saturdays and National Holidays between 8:00 AM to 6:00 PM). In general, the City's Department of Building and Safety enforces Noise Ordinance provisions relative to equipment and the Los Angeles Police Department (LAPD) enforces provisions relative to noise generated by people.

LAMC Section 41.40 prohibits construction between the hours of 9:00 PM and 7:00 AM Monday through Friday, 6:00 PM and 8:00 AM on Saturday, and at any time on Sunday (i.e., construction is allowed Monday through Friday between 7:00 AM to 9:00 PM; and Saturdays and national holidays between 8:00 AM to 6:00 PM). In general, the City's Department of Building and Safety enforces Noise Ordinance provisions relative to equipment and the Los Angeles Police Department (LAPD) enforces provisions relative to noise generated by people.

LAMC Section 113.01 prohibits collecting or disposing of rubbish or garbage, operating any refuse disposal truck, or collecting, loading, picking up, transferring, unloading, dumping, discarding, or disposing of any rubbish or garbage, as such terms are defined in LAMC Section 66.00, within 200 feet of any residential building between the hours of 9:00 PM and 6:00 AM of the following day, unless a permit therefore has been duly obtained beforehand from the Board of Police Commissioners.

LAMC Section 114.03 prohibits the loading or unloading of any vehicle, operation of any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residence between 10:00 PM and 7:00 AM.

LAMC Section 91.1206 establishes noise insulation performance standards to protect persons within new hotels, motels, dormitories, residential care facilities, apartment houses, dwellings, private schools, and places of worship from the effects of excessive noise, including but not limited to, hearing loss or impairment and interference with speech and sleep. According to Subsection 91.1206.14.1, these structures shall be designed to prevent the intrusion of exterior noise beyond prescribed levels when located in noise critical areas, such as proximity to highways, country roads, city streets, railroads, airports, and commercial or industrial areas. Proper design shall include, but shall not be limited to, orientation of the structure, setbacks, shielding, and sound insulation of the building itself. Specifically, Subsection 91.1206.14.2 limits interior noise levels attributable to exterior sources to 45 dBA L_{dn} or CNEL in any habitable room. Worst-case noise levels, either existing or future, are to be used as the basis for determining compliance with this requirement. Future noise levels are to be predicted for a period of at least ten years from the time of building permit application. Furthermore, according to Subsection 91.1206.14.3, structures identified under Subsection 91.1206.1 that are exposed to airport noise greater than 60 dBA L_{dn} or CNEL, shall require an acoustical analysis showing that the proposed design will achieve the allowable interior noise level.

Section 91.1207.14.2 prohibits interior noise levels attributable to exterior sources from exceeding 45 dBA in any habitable room. The noise metric shall be either the day-night average sound level (L_{dn}) or the CNEL, consistent with the noise element of the local general plan.

City of Los Angeles General Plan Noise Element. The Noise Element of the City's General Plan policies include the CNEL guidelines for land use compatibility as shown in **Table 4.12-8** and includes a number of goals, objectives, and policies for land use planning purposes. The overall purpose of the Noise Element is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels.[20] The following policies and objectives from the Noise Element apply to the Proposed Plans.

Objective 2 (Non-airport): Reduce or eliminate non-airport related intrusive noise, especially relative to noise sensitive uses.

> **Policy 2.2:** Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.

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20 City of Los Angeles, *General Plan, Noise Element*, adopted February 3, 1999, Pages 1.1-2.4, available online at: https://planning.lacity.org/odocument/b49a8631-19b2-4477-8c7f-08b48093cddd/Noise_Element.pdf, accessed April 20, 2023.

Objective 3 (Land Use Development): Reduce or eliminate noise impact associated with proposed development of land and changes in land use.

Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts.

The Noise Element of the City's General Plan policies include the CNEL guidelines for land use compatibility, as shown in **Table 4.12-8**. The Noise Element also addresses noise mitigation regulations, strategies, and programs, and delineates the authority of federal, State, and City bodies in regulating automotive, rail, aircraft, and nuisance noise. The Noise Element does not include any mandatory standards for land use planning or quantitative thresholds for construction or operational groundborne vibration.

Table 4.12-8
Guidelines for Noise Compatible Land Use (CNEL)

Land Use Category	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential Single-Family, Duplex, Mobile Homes	50-55	55-70	70-75	Above 75
Residential Multi-Family Homes	50-60	60-70	70-75	Above 75
Transient Loading – Motels, Hotels	50-60	60-70	70-80	Above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-70	70-80	Above 80
Auditoriums, Concert Halls, Amphitheaters	--	50-65	--	Above 65
Sports Arenas, Outdoor Spectator Sports	--	50-70	--	Above 70
Playgrounds, Neighborhood Parks	50-65	--	65-75	Above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	--	70-80	Above 80
Office Buildings, Business and Professional Commercial	50-65	65-75	Above 75	--
Agriculture, Industrial, Manufacturing, Utilities	50-70	70-75	Above 75	--

[1] Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

[2] New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

[3] New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

[4] New construction or development should generally not be undertaken.

Source: Los Angeles General Plan Noise Element, 1999

4.12.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to noise if they would:

- Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Plans in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Result in generation of excessive groundborne vibration or groundborne noise levels.
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

4.12.4 METHODOLOGY

The City relies on the questions in Appendix G of the *State CEQA Guidelines* as the thresholds of significance. The first threshold addresses consistency with standards, and noise associated with permanent traffic increases, long-term operation and construction; the second threshold addresses construction vibration; and the third threshold addresses noise associated with airports/airstrips. Below are the methods and criteria used by the City to assess each threshold.

Construction (Temporary) Noise

Construction noise is assessed in context of the provisions of the LAMC discussed in the Regulatory Framework, including allowable hours of construction and maximum equipment noise levels. Redevelopment and associated construction noise in urban infill locations such as the Harbor CPAs is very common. Construction noise from typical projects is intermittent throughout the day during the duration of construction activity. Construction noise levels may fluctuate depending on the type of equipment being used, construction phase, or equipment location. Although some individuals may find construction noise of any kind or of any duration very disturbing, as a general matter, typical construction, including with the imposition of the regulatory measures described in the Regulatory Framework, does not result in and would not be considered a significant impact.

Projects on urban infill sites are not likely to result in substantial construction noise impacts because construction activities, such as the number of pieces of equipment, at these sites are inherently limited by the size of the project site. As shown in **Table 4.12-9**, the loudest equipment such as pile drivers and cranes are also the largest. The size of urban infill project sites typically limits the use of the largest (i.e., noisiest)

pieces of heavy-duty equipment. The size of a project site also typically limits the size of the development and the related duration of construction activities. Therefore, while urban infill projects that meet the following criteria could result in disturbance to residents and employees at adjacent properties, resulting noise levels are not considered to be potentially significant physical impacts to the overall environment:

- One subterranean level or less (approximately 20,000 cubic yards of material);
- Construction durations of 18 months or less (excluding interior finishing);
- Equipment rated 300 horsepower or less, typically small and medium backhoes, bulldozers, etc.; and
- No impact pile driving.

Larger projects that require extended construction or heavy-duty equipment could expose sensitive uses and users in the surrounding environment to more continuous and/or louder noise impacts and result in significant short-term noise exposure. When noise-sensitive land uses (e.g., residences, schools, libraries, hospitals) are located within 500 feet of a project site, projects that meet one or more of the following characteristics are considered to have the potential to result in significant impacts:

- Two subterranean levels or more (approximately 20,000 cubic yards of material);
- Construction durations (excluding interior finishing) of 18 months or more;
- Use of large, heavy-duty equipment rated 300 horsepower or greater; or
- The potential for impact pile driving.

Construction noise levels are based on example equipment levels provided in standard technical references. Construction noise levels are also identified for various phases of construction activity based on the same sources.

Operational (Permanent) Noise

The following thresholds take into account incremental changes in 24-hour noise levels, as well as potential regular occurrences of single event, impulsive noise. As noted above, LAMC defines impulsive sound as sound of short duration, usually less than one second, with an abrupt onset and rapid decay. Such single event noise generating activities could be of short duration but permanently reoccurring depending on the source and associated land use (e.g., movie studios). The Proposed Plans would have significant impact on noise levels from operations if:

- Permanent ambient noise level measured at the property line of affected users increases by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, as shown in **Table 4.12-8**, or any 5 dBA CNEL or more increase in noise level.

The land use and noise compatibility guidelines in the Noise Element are not adopted standards relevant to determining the significance of incremental increases in permanent noise levels. Exhibit I of the Noise Element includes criteria or general guidance associated with incremental increases in noise. Exhibit I is shown in **Table 4.12-8**. This Exhibit was developed in 1990 to help guide determination of appropriate land use and mitigation measures related to existing or anticipated ambient noise levels. This guidance is applicable to assessing if a land use is compatible with the existing noise environment (i.e., impact of the environment on a project) but is not useful alone for assessing if a project would significantly increase existing noise levels. This is particularly true in urban environments like the Harbor LA CPAs, where existing noise levels often exceed the guidelines. In addition, sound transmission control requirements are included in the International Building Code, which are the basis for the 2022 California Building Standards Code (CCR Title 24) and which in turn are incorporated into the City of Los Angeles Building Code (LAMC Section 91). Section 1206 of CCR Title 24 provides noise insulation standards. The standards require that intrusive noise not exceed 45 dB in any habitable room.

Mobile source noise levels are calculated based on the FHWA Highway Noise Prediction Model with California Vehicle Noise (CALVENO) Emission Levels that accounts for traffic volumes, roadway width, speeds, and vehicle mix. The analysis also discusses operational mechanical equipment noise (e.g., heating, ventilation, and air conditioning [HVAC]), land use compatibility, and operational vibration.

This discussion of noise addresses impacts in the Harbor LA CPAs and any properties bordering the CPAs. Noise levels are a direct function of both mobile sources (traffic in the Harbor LA CPAs), stationary sources (such as HVAC equipment and other similar equipment), other operational sources (such as recreational activities, schools, parking lots, rooftop entertainment spaces, manufacturing and industrial uses) throughout the Harbor LA CPAs.

Construction and Operational Vibration

Consistent with FTA Transit Noise and Vibration Impact Assessment Manual, vibration impacts associated with human annoyance would be significant if:

- Vibration caused by new development occurring because of implementation of the Proposed Plans exceeds 72 VdB at residences and buildings where people normally sleep for frequent events and 75 VdB at institutional buildings such as schools or churches for frequent events and/or

- Groundborne vibration caused by new development occurring because of implementation of the Proposed Plans exceeds the FTA vibration damage threshold of approximately 98 VdB for engineering concrete and masonry building, 94 VdB for fragile buildings (i.e., non-engineered timber and masonry

buildings) and approximately 90 VdB for extremely fragile historic buildings (i.e., buildings extremely susceptible to vibration damage).[21]

Construction vibration levels are based on example equipment levels provided in standard technical references. Construction vibration levels are also identified for various phases of construction activity based on the same sources. Construction vibration levels are based on example equipment levels provided in FTA's Transit Noise and Vibration Impact Assessment guidance document.[22]

4.12.5 IMPACTS

Threshold 4.12-1 **Would implementation of the Proposed Plans result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Proposed Plans in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

This impact would be *significant and unavoidable* for temporary impacts related to construction; and *less than significant* for permanent operational impacts.

Construction (Temporary) Noise

Future construction activity occurring in the Harbor LA CPAs would result in temporary increases in ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction activities typically require the use of a variety of noise-generating equipment. Typical noise levels at 50 feet from various types of equipment that may be used during construction are listed in **Table 4.12-9, Outdoor Construction Equipment Noise Levels**. The loudest noise levels are typically generated by impact equipment (e.g., pile drivers) and heavy-duty equipment (e.g., scrapers and graders). Construction noise would occur intermittently throughout construction, and, in some instances, multiple pieces of equipment may operate simultaneously, generating overall noise levels that are incrementally higher than what is shown in **Table 4.12-9**.

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21 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed April 20, 2023.

22 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed April 20, 2023.

Table 4.12-9
Outdoor Construction Equipment Noise Levels

Construction Equipment	Noise Level at 50 Feet (dBA, L_{eq})
Pile Driver (Peak Noise Level)	95-105
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	73-95
Backhoe	73-107
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

Source: U.S. EPA. Noise from Construction Equipment and Operations, Building Equipment and Home Appliances. PB 206717. 1971.

Table 4.12-10, Outdoor Construction Phase Noise Levels, shows noise levels by construction phase at 50 feet. The grading/excavation and finishing phases typically generate the loudest noise levels at 89 dBA L_{eq} without equipment mufflers, and 86 dBA L_{eq} with equipment mufflers.

Table 4.12-10
Outdoor Construction Phase Noise Levels

Construction Phase	Noise Level at 50 Feet (dBA, L_{eq})	Noise Level at 50 Feet with Mufflers (dBA, L_{eq})
Ground Clearing	84	82
Grading/Excavation	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

Source: U.S. EPA. Noise from Construction Equipment and Operations, Building Equipment and Home Appliances. PB 206717. 1971.

Construction activities occurring in the Harbor LA CPAs are subject to the Regulatory Compliance Measures adopted pursuant to the City's noise ordinances. These measures include:

- Compliance with the Noise Ordinance No. 161.574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

- Compliance with LAMC Section 41.40, which restricts construction activities to the hours of 7:00 AM to 9:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday and federal holidays, and prohibits activities on Sundays.

- Compliance with the City's Building Regulations Ordinance No. 178.048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City's telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the Los Angeles Department of Building and Safety (LADBS).

- LAMC Chapter 41.40, Section 112.05 establishes performance standards for powered equipment or tools. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 dBA measured at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise "mufflers, shields, sound barriers, and/or other noise reduction devices or techniques."

Sensitive receptors are located throughout the Harbor LA CPAs and could be exposed to noise associated with construction activities related to reasonably foreseeable development from the Proposed Plans. Residential uses are the primary sensitive receptors located within the CPAs. Other sensitive receptors that could potentially be affected by construction noise are shown in **Table 4.12-11, Sensitive Receptors within the LA Harbor CPAs.**

Table 4.12-11
Sensitive Receptors within the LA Harbor CPAs

Sensitive Receptor	Type
Wilmington Early Education Center	Schools
Hawaiian Avenue Early Education Center	Schools
Gardena Elementary School	Schools
Broad Avenue Elementary School	Schools
Wilmington Park Elementary School	Schools
135th Street Elementary School	Schools
President Avenue Elementary School	Schools
Fries Avenue Elementary School	Schools
Gulf Avenue Elementary School	Schools
George De La Torre, Jr. Elementary School	Schools
Amestoy Elementary School	Schools
Harbor City Elementary School	Schools
Normont Elementary School	Schools
West Athens Elementary School	Schools
Hawaiian Avenue Elementary School	Schools
186th Street Elementary School	Schools
Halldale Elementary School	Schools
Wilmington Middle School Science, Technology, Engineering, Arts and Mathematics Magnet	Schools
Harbor Teacher Preparation Academy	Schools
Humanities and Arts Academy of Los Angeles	Schools
New Millennium Secondary School	Schools
Phineas Banning High School	Schools
Gardena High School	Schools
Nathaniel Narbonne High School	Schools
Harry Bridges Span School	Schools
Harbor City - Harbor Gateway Branch Library	Libraries
Wilmington Branch Library	Libraries
Ken Malloy Harbor Regional Park	Parks and Recreation
Harbor City Greenway	Parks and Recreation
Wilmington Athletic Complex	Parks and Recreation
Banning Park and Museum	Parks and Recreation
Wilmington Waterfront Park	Parks and Recreation
Rosecrans Recreation Center	Parks and Recreation
Normandale Recreation Center	Parks and Recreation
Harbor City Park	Parks and Recreation
Wilmington Recreation Center	Parks and Recreation
East Wilmington Greenbelt Park	Parks and Recreation
Janet Shour Playground	Parks and Recreation

Sensitive Receptor	Type
Drum Barracks Park	Parks and Recreation
Wilmington Town Square Park	Parks and Recreation
East Wilmington Greenbelt Community Center	Parks and Recreation
East Wilmington Vest Pocket Park	Parks and Recreation

Source: Impact Sciences, Inc. 2023 See Section 4.14, Public Services and Recreation of this EIR.

In addition to the above identified sensitive receptors listed in **Table 4.12-11**, various churches or other places of assembly, hospitals, and long-term care facilities are located intermittently throughout the Harbor LA CPAs.

As discussed in the Methodology section, individual projects that could result in significant construction noise impacts include those located on relatively large sites. These projects tend to include relatively lengthy construction durations (longer than 18 months), use heavier equipment, and generally include noisier activities. Such larger projects are not considered usual and could potentially result in significant noise impacts. When noise-sensitive land uses are located within 500 feet of the project site (e.g., residences, schools, hospitals, and parks), projects that meet one of the characteristics below would have the potential to result in disruptive impacts to ambient noise levels that would be potentially significant:

- Two subterranean levels or more (approximately 20,000 cubic yards of material);
- Construction durations of 18 months or more (excluding interior finishing);
- Use of large, heavy-duty equipment rated 300 horsepower or greater; and
- Impact pile driving.

Because specific development projects have not yet been determined at individual sites, this analysis assumes that sensitive receptors could be as close as 50 feet from where construction would take place. As shown in **Table 4.12-9**, sensitive receptors would experience maximum noise levels ranging from about 71 to 107 dBA. Construction noise levels would vary depending on the type of equipment, the duration of use, and the distance to receptors. Engine noise reduction technology, including mufflers, continues to improve, but heavy construction equipment remains noisy.

It is difficult to determine if construction noise levels at various sensitive land uses would result in significant noise impacts without an understanding of the size and location of potential projects and undertaking a detailed noise analysis. The above criteria can serve as guidelines in determining if a significant impact could occur based upon the type and size of project being constructed. Based on the allowed uses in the Proposed Plans, it is reasonably foreseeable that there would be some construction projects that would exceed the four criteria listed above. Although noise levels generated by construction

typically do not vary greatly from project to project, the proximity of sensitive receptors and the overall duration of construction are key factors in determining whether construction-related noise is significant. It is reasonable to anticipate that some projects under the Proposed Plans would require a level of construction duration or equipment activity that could result in significant construction noise impacts to nearby sensitive receptors. Therefore, impacts related to construction noise associated with reasonably foreseeable development under the Proposed Plans are ***potentially significant***.

Operational (Permanent) Noise

Operational On-Site Noise

Regarding operational noise, the Proposed Plans would, in part, accommodate new residential and commercial development at increased intensity and density primarily along transit corridors. The Proposed Plans would also create hybrid industrial areas that would separate traditional heavy industrial uses (which would still be allowed in designated areas) and residential uses. For the residential and commercial land uses anticipated, typical noise sources include stationary mechanical equipment and on-site vehicle movement (e.g., parking activity, loading/unloading, and trash pick-up). Certain commercial uses with outdoor space may also include outdoor activities and use of amplified sound systems. Industrial uses could include on-site truck activity associated with warehousing activities and goods movement as well as the use of heavy-duty equipment for manufacturing uses. A substantial permanent increase in noise would result if the ambient noise level measured at the property line of affected uses increases by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" categories, as previously shown in **Table 4.12-8**, or any 5 dBA CNEL or more increase in noise.

Mechanical Equipment. For mechanical equipment, residential and most commercial uses are generally limited to HVAC and pool equipment. Industrial and manufacturing land uses can contain significant sources of stationary mechanical equipment noise. Noise levels from commercial rooftop HVAC systems typically range from about 60 to 70 dBA L_{eq} at a distance of 15 feet from the source.[23] At 50 feet, an HVAC system that generates a noise level of 70 dBA L_{eq} would be approximately 59.5 dBA L_{eq}. HVAC systems are typically placed on rooftops, are screened from view, and are a part of the urban environment. Typically, rooftop HVAC noise is not audible above existing traffic noise and other urban sources of noise. Ambient noise levels in the Harbor LA CPAs were measured to range from 57.8 and 75.4 dBA L_{eq} (see **Table 4.12-2**). In quieter areas, HVAC noise may result in increases in ambient noise, but is rarely above 5 dBA. Furthermore, the design of mechanical equipment must comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from

23 Illingworth & Rodkin, Inc., *Cannery Park Project Environmental Noise Assessment*, 2015.

exceeding the ambient noise level on the premises of other occupied properties by more than 5 dBA. In addition, nighttime noise limits would apply to any equipment required to operate between the hours of 10:00 PM and 7:00 AM (e.g., HVAC units, exhaust fans, etc.). Further, noise increases would be incremental given the already urbanized nature of the Harbor LA CPAs, where ambient noise levels range from 57.8 and 75.4 dBA L_{eq} (see **Table 4.12-2**). As described above, sources of stationary noise are generally well-regulated. As such, the potential for any individual site to include a source of stationary noise that would exceed established thresholds is unlikely and would be speculative to address. Therefore, noise impacts related to mechanical equipment would be ***less than significant***.

Vehicle Activity (Loading/Unloading, Trash Hauling, Parking). Future development within the Harbor LA CPAs would increase the number of delivery and trash hauling trucks traveling through the CPAs and to individual development sites. Increased delivery and trash hauling trucks along roadways could impact various sensitive receptors located intermittently throughout the Harbor LA CPAs. Section 23130 of the California Motor Vehicle Code establishes maximum sound levels of 86 dBA L_{eq} at 50 feet for trucks operating at speeds less than 35 miles per hour. Noise at this level generally exceeds ambient noise levels throughout the Harbor LA CPAs (see **Table 4.12-2**); therefore, individual truck pass-byes and/or loading or trash pick-up operations would likely be audible at nearby properties. However, truck-related noise would be an intermittent noise source that would not increase the 24-hour CNEL by 3 dBA or more. Moreover, California Code of Regulations Title 13 Section 2485 prohibits trucks from idling for longer than five minutes. In addition, per the LAMC, truck loading/unloading activity is prohibited between the hours of 10:00 PM and 7:00 AM when located within 200 feet of a residential land use. Because trash and delivery trucks would be required to comply with LAMC standards and would be subject to state regulations, impacts would be ***less than significant***.

Parking areas/garages are the other potential source of vehicular noise. Typical noise sources associated with parking lots include tire squealing, door slamming, car alarms, horns, and engine start-ups. **Table 4.12-12, Maximum Noise Levels from Parking Activity,** shows typical sound levels at this distance from various noise sources on parking lots.

Table 4.12-12
Maximum Noise Levels from Parking Activity

Noise Source	Noise Level at 50 Feet (dBA, L_{eq})
Automobiles at 14 miles per hour	50.0
Car Alarm Signal	69.0
Car Alarm Chirp	54.0
Car Horns	69.0
Door Slams or Radios	64.0
Talking	36.0
Tire Squeals	66.0

Note: Estimates are based on actual measurements taken at various parking lots.
Source: Atkins. Collier Park Renovations Project Technical Report. 2012.

Parking areas are typically located in commercial areas. Intermittent noise associated with parking could reach an estimated 69 dBA L_{eq}, which would not exceed ambient noise levels in areas where parking lots and structures would likely be located. Subterranean parking lots would not generate noise at the street level and would not audibly increase noise levels at adjacent sensitive land uses. All parking facilities, including those that are at and above grade, would be designed per the provisions of LAMC Section 12.21 and the Parking Design Standards of the LADBS. Per the requirements of LAMC, parking structures would require a solid wall be constructed at least five feet in height encasing every public and private parking area, except under certain circumstances outlined under LAMC Section 12.21 6(d). Walls around the perimeter of parking structures would reduce noise levels. When possible, parking would be encased by the building, which would reduce noise levels at any adjacent sensitive uses. Parking structure and surface parking lot noise would be greater than subterranean parking facilities, however, they would not present an unusual noise source within the urban environment. Because parking lot/garage design and placement would be required to comply with LAMC and LADBS standards and requirements, impacts would be ***less than significant***.

Outdoor Activity Areas. The Proposed Plans encourage the evolution of the Harbor LA CPAs' major corridors into livable mixed-use environments with pedestrian and retail activity. The Proposed Plans would include targeted zone changes resulting in increased development rights such as height, floor area ratio or density near the Harbor Gateway Transit Center and along major corridors such as Gardena Boulevard, Carson Boulevard, 190th Street, Pacific Coast Highway, and Avalon Boulevard. This increase in pedestrian areas at the street level may result in new noise generated by day-to-day pedestrian activity. Other outdoor uses, such as parks, would also add to ambient noise levels. Reference noise levels for outdoor patios are based on noise levels from a certified EIR for the Citrus Heights City Hall and Medical

Office Building, which included an outdoor patio area that would have on average 25 people conversing. Noise associated with this typical large outdoor public patio area was 50.0 dBA L_{eq} at a distance of 50 feet.[24, 25] To provide a conservative analysis, this analysis assumes that 50 people would be conversing in an outdoor area in a development accommodated by one of the Proposed Plans. Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA. Therefore, it is assumed that an outdoor activity area with an average of 50 people conversing would have an estimated noise level of 53 dBA L_{eq} at a distance of 50 feet. Other outdoor activity areas, such as parks and outdoor school uses generally produce the same level of noise as the primary source of noise is people conversing and interacting.

Based on a noise level of 53 dBA L_{eq} and due to the urbanized nature of the Harbor LA CPAs with ambient noise levels in the 64.6 to 74.1 dBA L_{eq} range in non-residential areas (see **Table 4.12-2**), noise generated by outdoor pedestrian spaces and other outdoor uses such as parks and plazas would not exceed ambient noise levels or result in a 3 dBA increase above ambient levels. Further, amplified noise would be required to comply with LAMC Section 115.02, which prohibits amplified noise within 500 feet of a residential zone and restricts amplified noise to between 7:00 AM – 10:00 PM in commercial zones. Outdoor activity noise, such as noise generated by people conversing, and all amplified noise would be required to comply with LAMC standards. Therefore, noise impacts related to outdoor activity areas would be ***less than significant***.

Operational Mobile Noise

The traffic analysis, on which the noise analysis is based, evaluates reasonably anticipated development that is expected to occur by 2040 as a result of the Proposed Plans. The reasonably anticipated development is based on the acreage of land designated for each type of land use, allowable densities and intensities for each land use designation, and reasonably expected levels of development through the life of the Proposed Plans. Actual noise levels that could result under the Proposed Plans may not be as high as noise levels calculated in this EIR.

While the Proposed Plans would result in higher densities than existing conditions, the increase would be focused in areas along transit corridors that allow for mixed-use development and higher densities of residential or commercial uses. Concentrating growth in existing urban areas and along transit corridors would reduce the length and number of vehicle trips, which would in turn reduce mobile-source noise

24 City of Citrus Heights, *Medical Office Building and City Hall Project Environmental Impact Report*, 2015.

25 Although the noise study was not conducted within the CPAs, the results of the study are relevant and represent typical noise levels associated with outdoor uses which may be developed within the CPAs.

levels. As such, noise levels in many areas would be reduced; not all of these reductions are accounted for in the following analysis.

For mobile sources, an analysis was completed to determine if implementation of the Proposed Plans would significantly increase mobile noise levels in the Harbor LA CPAs compared to existing (2019) conditions. **Table 4.12-13, Operational Mobile Source Noise Levels,** shows predicted 24-hour CNEL mobile source noise levels for the existing (2019), future (2040) No Project, and future (2040) with Proposed Plans traffic scenarios. Roadway segments were selected to represent a wide variety of noise conditions in the Harbor LA CPAs (e.g., busy roadways and residential neighborhoods). Conservatively, assuming the entire increase in noise in the future would be attributable to the Proposed Plans, the ambient noise level as a result of the Proposed Plans would increase. The highest incremental noise level increase would occur on Alameda Street from Anaheim Street to Henry Ford Avenue. At this street segment, future mobile noise levels would increase by 2.9 dBA CNEL when the Future With Plans scenario is compared to existing conditions (i.e., cumulative increase; see below for more discussion regarding cumulative impacts). The Proposed Plans' contribution to this cumulative increase on Alameda Street from Anaheim Street to Henry Ford Avenue is 2.4 dBA CNEL when the Future With Plans scenario is compared to the Future No Project scenario.

Residential uses and other land uses such as motels, hotels, schools, and parks would continue to be exposed to ambient noise that is in the "normally unacceptable" range (i.e., 70-75 dBA CNEL; see **Table 4.12-8**). These conditions currently exist under existing (2019) conditions. The Proposed Plans would not incrementally increase noise levels by 3 dBA or more along any roadway segment and would not push residential uses into the "clearly unacceptable" category (noise levels above 75 dBA CNEL). New development as a result of the Proposed Plans would not increase traffic noise by a significant level, and new development would be required by CCR Title 24 to incorporate methods to reduce interior noise levels to below 45 dBA CNEL. Therefore, mobile noise impacts would be ***less than significant***.

Table 4.12-13
Operational Mobile Source Noise Levels

Roadway Segment	Estimated dBA, CNEL at 50 feet				
	Existing (2019) [1]	Future (2040) No Project [2]	Future (2040) With Proposed Plans [3]	Cumulative Net Increase (Future With Plans vs. Existing) [3]-[1]	Plans Net Increase (Future (2040) With Plans vs. Future (2040) No Project) [3]-[2]
HARBOR GATEWAY CPA					
Vermont Ave.					
El Segundo Blvd. to 135th St.	66.1	67.3	67.5	1.4	0.2
Redondo Beach Blvd. to Alondra Blvd.	65.4	66.6	67.2	1.8	0.6
Artesia Blvd. (SR-91) to 182nd St.	71.4	71.8	72.5	1.1	0.7
Figueroa St.					
Rosecrans Ave. to Redondo Beach Blvd.	66.2	67.7	68.1	1.9	0.4
Alondra Blvd. to Gardena Blvd.	67.3	68.5	68.9	1.6	0.4
Normandie Ave.					
190th to Del Amo Blvd.	67.6	68.8	69.8	2.2	1.0
Torrance Blvd. to Carson St.	64.2	64.8	65.5	1.3	0.7
Western Ave.					
190th to Del Amo Blvd.	71.9	72.3	72.8	0.9	0.5
Carson St. to 223rd St.	71.0	71.5	71.7	0.7	0.2
120th St.					
Hoover St. to Figueroa Blvd.	60.2	61.6	61.7	1.5	0.1
Rosecrans Ave.					
Vermont to Hoover St.	72.3	72.7	72.7	0.4	0.0
Hoover St. to Figueroa Blvd.	71.6	72.1	72.1	0.5	0.0
Alondra Blvd.					
Vermont to Figueroa St.	63.0	64.3	64.4	1.4	0.1
WILMINGTON – HARBOR CITY CPA					
Western Ave.					
Lomita Blvd. to PCH	71.6	71.7	72.0	0.4	0.3
PCH to Palos Verdes Dr.	72.8	72.9	73.1	0.3	0.2
Lomita Blvd.					
Normandie Ave. to Figueroa St.	69.8	70.0	70.1	0.3	0.1
Wilmington Blvd. to Neptune Ave.	68.7	69.0	69.0	0.3	0.0
Avalon Blvd. to Wilmington Ave.	69.6	70.0	69.9	0.3	-0.1
PCH					
Western Ave. to Normandie Ave.	71.6	71.8	70.3	-1.3	-1.5
Figueroa St. to Wilmington Blvd.	68.3	68.6	69.3	1.0	0.7
Avalon Blvd. to Eubank Ave.	67.3	67.8	70.2	2.9	2.4

Roadway Segment	Estimated dBA, CNEL at 50 feet				
	Existing (2019) [1]	Future (2040) No Project [2]	Future (2040) With Proposed Plans [3]	Cumulative Net Increase (Future With Plans vs. Existing) [3]-[1]	Plans Net Increase (Future (2040) With Plans vs. Future (2040) No Project) [3]-[2]
Anaheim St.					
Figueroa St. to Wilmington Ave.	67.2	67.6	68.1	0.9	0.5
Avalon Blvd. to Sanford Ave.	65.3	66.1	66.7	1.4	0.6
Alameda St.					
Anaheim St. to Henry Ford Ave.	63.3	65.6	66.0	2.7	0.4
Neptune Ave.					
PCH to Anaheim St.	60.7	60.6	61.4	0.7	0.8
E St. to Harry Bridges Blvd.	58.6	59.2	60.2	0.6	1.0
Normandie Ave.					
PCH to Vermont Ave.	65.3	66.9	67.3	2.0	0.4

*Source: Impact Sciences, Inc., 2023. See **Appendix 4.12-1, Noise Data**.*

Operational Noise Summary

The Proposed Plans would not increase operational stationary and mobile noise levels by 3 dBA CNEL or more to or within the "normally unacceptable" or clearly unacceptable" categories, or by 5 dBA or more. Therefore, impacts related to operational noise levels would be ***less than significant***.

Mitigation Measures

Construction (Temporary) Noise

MM-NOI-1 Required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS. Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the applicant or owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.

MM-NOI-2 Required for any project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS. Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles,

sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.

MM-NOI-3 Required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS. All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any off-site Noise-Sensitive Uses.

MM-NOI-4 Required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS. Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes 'as far as possible' shall be upon the Applicant or Owner, in consideration of the above factors.

MM-NOI-5 Required for any project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS; and whose construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses. Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the applicant or owner. Technical infeasibility shall mean that noise barriers cannot be located between construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.

MM-NOI-6 Required for any project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics:

- Two or more subterranean levels
- 20,000 cubic yards or more of excavated material;

- Simultaneous use of five or more pieces of construction equipment; or
- Construction duration (excluding architectural coatings) of 18 months or more;
- Or any project whose construction activities involve pile driving or the use of 300 horsepower equipment.

A Noise Study, prepared by a qualified noise expert shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall characterize expected sources of earthwork and construction noise that may affect identified noise-sensitive uses, quantify expected noise levels at these noise-sensitive uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the Los Angeles Municipal Code. Specifically, the Noise Study shall identify noise reduction devices or techniques to reduce noise levels in accordance with accepted industry practices and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to: mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. The Noise Study shall identify anticipated noise reductions at Noise-Sensitive Uses associated with the noise reduction measures. Applicants and owners shall be required to implement and comply with all measures identified and recommended in the Noise Study. The Noise Study and copies of any contractor agreements shall be maintained pursuant to the proof of compliance requirements and a copy of all records documenting compliance shall be maintained for a minimum of five years after the Certificate of Occupancy is issued.

Operation

No mitigation measures are required.

Significance after Mitigation

Construction (Temporary) Noise

Mitigation Measure **MM-NOI-1** requires the implementation of mufflers, shields, sound barriers and/or any other available noise reduction device or techniques. Mitigation Measure **MM-NOI-2** requires the use of drilled piles or vibratory pile drivers, with exception of locations where underlying geology renders these equipment infeasible. Mitigation Measure **MM-NOI-3** requires that outdoor mechanical equipment such as generators and compressors be enclosed or visually screen to break the line of sight between the

equipment and any off-site noise sensitive uses. Mitigation Measure **MM-NOI-4** requires that construction staging areas be located as far from Noise Sensitive Uses as reasonably possible. Mitigation Measure **MM-NOI-5** requires the use of temporary noise barriers when construction activities would be located within 500 feet of Noise Sensitive uses, with the exception of projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses. Mitigation Measure **MM-NOI-6** requires completion of a noise study for all discretionary projects in the Harbor LA CPAs located within 500 feet of a noise-sensitive land use that includes one of four characteristics associated with substantial construction activity levels. However, because the nature, size and location of future projects is unknown and because compliance with all City standards cannot be assured for all construction projects, construction noise at sensitive land uses is considered to be a ***potentially significant impact***.

In consideration of the related health effects of significant construction noise impacts from reasonably foreseeable development from the Proposed Plans, it is reasonable to anticipate that one or two projects per year would require a level of construction duration or equipment activity that could result in significant construction noise impacts to nearby sensitive receptors. As detailed under **Health Effects of Environmental Noise,** human health effects range from annoyance to hearing loss and physiological effects, but response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source. It is not feasible to determine a specific number of persons that could experience health effects from significant construction noise impacts since such effects would depend on the intensity and duration of noise, the distance between noise sources and receptors, and whether noise barriers are present between sources and receptors, but it is likely that individuals in the Harbor LA CPAs will experience varying levels of disturbance related to construction noise with or without implementation of the Proposed Plans. This impact is considered ***significant and unavoidable***.

Operational (Permanent) Noise

Impacts related to operational (permanent) noise are determined to be ***less than significant.***

Threshold 4.12-2 Would the Proposed Plans result in generation of excessive ground-borne vibration or ground-borne noise levels?

This impact would be significant and unavoidable.

Construction Vibration

Construction activity can result in varying degrees of ground vibration depending on the equipment and methods employed. Operation of construction equipment causes vibrations that spread through the ground and diminish in strength with distance. Buildings founded on the soil in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels.

Construction vibration is a localized event and is typically only perceptible to a receptor that is in proximity to the vibration source. High-rise buildings and development on sites with certain geologic conditions may require pile driving. As shown in **Table 4.12-14, Vibration Source Levels for Construction Equipment (VdB),** construction equipment would typically generate vibration levels up to 87 VdB at 25 feet, although pile driving could generate a vibration level of 112 VdB at 25 feet. Heavy equipment could potentially operate within 25 feet of nearby buildings.[26]

Caisson drilling, loaded trucks, jackhammers, and bulldozers would not exceed the 90 VdB threshold for extremely fragile buildings. However, the vibration levels associated with pile driving could exceed the thresholds for each of the identified sensitive building types: 98 VdB for engineering concrete and masonry buildings, 94 VdB for fragile buildings, and 90 VdB for extremely fragile buildings. The City's Office of Historic Resources has recorded Historic-Cultural Monuments (HCMs) in the Harbor LA CPAs (see **Section 4.4, Cultural Resources**, for a detailed list of HCMs). In addition to designated HCMs, other historic uses and fragile buildings may exist within the CPAs. Therefore, impacts related to construction vibration under anticipated development associated with the Proposed Plans would be ***potentially significant*** because it is unknown if there would be projects of the size necessary to cause a significant impact adjacent to fragile buildings.

With regard to human annoyance, as shown in **Table 3.8-12**, **Vibration Source Levels for Construction Equipment**, construction equipment could reach levels of 87 VdB at 25 feet away. As such, the 72 VdB residential annoyance threshold and 75 VdB institutional annoyance threshold could be exceeded during

26 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed April 21, 2023.

a worst-case construction activity. However, it should be noted that vibration levels experienced would be temporary and intermittent. Additionally, as individual project applications are processed, project-specific design features and mitigation measures would be considered on a case-by-case basis to reduce construction vibration levels to the maximum extent feasible (see **Mitigation Measures NOI-1** through **NOI-6**). Nevertheless, as temporary construction vibration would exceed human annoyance thresholds, this impact is considered ***potentially significant***.

Table 4.12-14
Vibration Source Levels for Construction Equipment (VdB)

Equipment	25 Feet	50 Feet	75 Feet	100 Feet
Pile Driver (Impact)	112	106	102	100
Pile Driver (Sonic)	105	96	91	87
Caisson Drilled Piles	87	81	77	75
Large Bulldozer	87	81	77	75
Loaded Trucks	86	80	76	74
Jackhammer	79	73	69	67

Source: FTA. Transit Noise and Vibration Impact Assessment. September 2018.

Operational Vibration

It is not anticipated that new development within the Harbor LA CPAs would involve activities that would result in substantial vibration levels (e.g., blasting operations). Operational groundborne vibration in the vicinity of new development associated with the Proposed Plans would be primarily generated by vehicular travel on local roadways. According to the FTA *Transit Noise and Vibration Impact Assessment* guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible.[27] Accounting for additional vehicle trips that would be accommodated by the Proposed Plans, traffic vibration levels would be similar to existing conditions and would not be incrementally perceptible by sensitive receptors. Therefore, impacts related to operational vibration under the Proposed Plans would be ***less than significant***.

[27] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2018, available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed April 21, 2023.

Mitigation Measures

Construction

MM-NOI-7 Required for any project, with the exception of projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet; (2) require a permit from LADBS; and (3) which occur:

- Within 25 feet of any building extremely susceptible to vibration damage, including unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey; or

  Within 15 feet of non-engineered timber and masonry buildings or any project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources Survey.

  Prior to demolition, grading/excavation, or construction, a Qualified Structural Engineer shall prepare a survey establishing baseline structural conditions of potentially affected structures and a Vibration Control Plan, which shall include methods to minimize vibration, including, but not limited to:

  – A visual inspection of the potentially affected structures to document (by video and/or photography) the apparent physical condition of the building (e.g., cracks, broken panes, etc.).

  – A shoring design to protect the identified structures from potential damage;

  – Use of drilled piles or a sonic vibratory pile driver rather than impact pile driving, when the use of vibrating equipment is unavoidable;

- Use of rubber-tired equipment rather than metal-tracked equipment; and
- Avoiding the use of vibrating equipment when allowed by best engineering practice.

MM-NOI-8 Required for any project, with the exception of projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses, whose earthwork or construction activities: (1) involve the use of construction equipment, including Heavy Construction Equipment, that produces 0.12 PPV or more of vibration at a distance of 25 feet; (2) require a permit from LADBS; and (3) which occur:

- Within 25 feet of any building extremely susceptible to vibration damage, including unreinforced masonry buildings, tilt-up concrete wall buildings, wood-frame multi-story buildings with soft, weak or open front walls, and non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources survey; or
- Within 15 feet of non-engineered timber and masonry buildings.

Or any project whose construction activities involve the use of pile drivers within 135 feet of any building extremely susceptible to vibration damage, including existing unreinforced masonry buildings, existing tilt-up concrete wall buildings, existing wood-frame multi-story buildings with soft, weak or open front walls, and existing non-ductile concrete buildings, or a building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic resources Survey.

In the event of damage to any non-historic building due to construction vibration, as verified by the Qualified Structural Engineer, a letter describing the damage to the impacted building(s) and recommendations for repair shall be prepared by the Qualified Structural Engineer within 60 days of the time when damage occurred. Repairs shall be undertaken and completed, at the owner's or applicant's expense, in conformance with all applicable codes.

In the event of vibration damage to any building that is designated or determined to be a historic resource pursuant to local or state law or that is determined to be potentially eligible for historic designation in a Historic Resources survey, a letter describing the damage to the impact building(s) and recommendations for repair shall be prepared by

the Qualified Historian within 60 days of the time when damage occurred. Repairs shall be undertaken and completed, at the owner's or applicant's expense, in conformance with the California Historical Building Code (Title 24, Part 8) as well as the Secretary of the Interior's Standards for the Treatment of Historic Properties and associated guidelines, as applicable and as determined by the Qualified Historian.

Operation

No mitigation measures are required.

Significance after Mitigation

Construction

Development projects in the City of Los Angeles typically do not result in vibration damage even though vibration generating equipment is often utilized for urban infill construction. Although most construction activities located in the Harbor LA CPAs are not anticipated to have significant vibration impacts, it is possible that a small number of development projects in the CPAs could have significant vibration impacts during construction. This would most commonly occur when a development project would be located next to buildings that are extremely susceptible to vibration damage such as a historical resource constructed of fragile building materials or unreinforced masonry buildings, which are more sensitive to vibration damage compared to structures that were built based on more recent building codes. Mitigation Measure **MM-NOI-7** would require the preparation of a survey to establish baseline structural conditions of potentially affected structures and a Vibration Control Plan by a Qualified Structural Engineer when sensitive structures would be located within one of the specified distances. The survey would note the existing physical condition of potentially affected structures and the vibration control plan would specify measures to be taken to protect the structure from vibration damage. **MM-NOI-8** would require the repair of buildings in the event of vibration damage. However, it is difficult to quantify the vibration reduction associated with Mitigation Measure **MM-NOI-7** without knowing the specifics of a development project, including the distance from the equipment to the historical resource. Implementing caisson drilling instead of impact pile driving would reduce vibration levels from 112 VdB at 25 feet to approximately 87 VdB at 25 feet. The unmitigated analysis also concludes that vibration levels could exceed 98 VdB significance threshold for engineered concrete and masonry buildings without plaster (e.g., typical urban development), causing building damage (including potentially to historical resources) or substantial human annoyance. Vibration is an unavoidable byproduct of construction activity. In an urban environment, vibration from construction equipment is related to the weight and movements of equipment. In the absence of specific development projects with detailed construction requirements and

known adjacent uses, there is no way to determine specific potential for impact and feasible, appropriate mitigation to control equipment weight and movements from construction activity associated with each infill project.

It is anticipated that Mitigation Measure **MM-NOI-7** would document the physical condition of potentially affected structures and substantially reduce/control construction vibration. In addition, Mitigation Measure **MM-NOI-8** would provide a process for repair of vibration damage in the event it occurs. However, in the absence of construction details associated with specific projects and without knowing the proximity of construction activities to specific receptors, it is anticipated that construction vibration levels at certain particularly fragile adjacent buildings could exceed the thresholds of significance. Therefore, because it is unknown if there would be projects of the size necessary to cause a significant vibration impact adjacent to fragile buildings this impact is considered ***significant and unavoidable***.

Mitigation Measures NOI-1 through **NOI-8** would reduce potential vibration impacts associated with human annoyance. However, the 72 VdB residential annoyance threshold and 75 VdB institutional annoyance threshold could be exceeded during a worst-case construction activity and this impact would be considered ***significant and unavoidable***.

Operational

Impacts related to operational vibration were determined to be ***less than significant without mitigation***.

Thresholds 4.12-3 **Would the Proposed Plans be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Proposed Plans expose people residing or working in the project area to excessive noise levels?**

No Impact would occur.

The Harbor LA CPAs are not located within the vicinity of a private airstrip or an airport land use plan.[28] However, the public Torrance Airport–Zamperini Field is located approximately 1.5 miles to the west of the nearest Harbor Gateway CPA boundaries. The Torrance Airport-Zamperini Field Airport Committee

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28 Los Angeles County Airport Land Use Commission, "Airports, Plans and Maps," available online at: https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a, accessed April 21, 2023.

has not published any airport land use plans.[29] While the Harbor LA CPAs boundaries are located within two miles of a public airport, new development under the Proposed Plans would be outside of the identified area of influence for the Torrance Airport.[30] As such, the Proposed Plans would not expose people residing or working in the Harbor LA CPAs to excessive noise related to airstrip or airport operations. Therefore, the Proposed Plans would have ***no impact*** related to airstrip or airport noise.

Mitigation Measures

No mitigation measures are required.

Significance after Mitigation

No Impact.

4.12.6 CUMULATIVE ANALYSIS

For construction impacts, only the immediate area surrounding a specific development site is included in the cumulative context as the immediate area would be the most affected by construction noise. Typically, if a development site is 500 feet or more away from another site, then noise levels would have attenuated to a point that they would not be combined to produce a cumulative noise impact. For operational/roadway related impacts, the context is the reasonably foreseeable development of the Proposed Plans, including existing and reasonably foreseeable future development within and outside the Harbor LA CPAs. Noise is by definition a localized phenomenon and is significantly reduced in magnitude as distance from the source increases.

Construction – Temporary Increase in Ambient Noise Levels

Construction noise impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for sources of construction noise, the cumulative setting is development in the Harbor LA CPAs and areas immediately adjacent to the CPAs. Construction of future development projects in the City would produce temporary noise impacts. Cumulative development in the City, however, is not likely to result in the exposure of on-site or off-site sensitive receptors to excessive construction noise due to the localized nature of noise impacts, and the fact that all construction would not occur at the same time and

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29 City of Torrance, "Torrance Municipal Airport–Zamperini Field," available online at: https://www.torranceca.gov/government/city-departments/general-services/torrance-airport, accessed July 5, 2023.

30 Los Angeles County Airport Land Use Commission, "Airports, Plans and Maps," available online at: https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a, accessed April 21, 2023.

at the same location. Therefore, only sensitive receptors located in close proximity to each construction site would be potentially affected by each construction activity.

Construction activities associated with reasonably foreseeable development projects from the Harbor LA CPAs may overlap for some time with construction activities for other development projects that are adjacent to, or within, the CPAs. Typically, if a development site is 500 feet or more away from another site, then noise levels would have attenuated to a point that they would not combine to produce a cumulative noise impact. Therefore, construction noise levels would typically become cumulative if two development sites were to have construction occurring within 500 feet of each other.

Per LAMC, construction activities would be prohibited between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturdays and national holidays, and on Sundays. However, as discussed above, larger, or more unusual projects could result in significant short-term increases in noise levels. These projects could combine together, or combine with smaller projects, to substantially increase noise levels at specific land uses. Therefore, the significant and unavoidable construction noise impacts of the Proposed Plans could add to construction noise impacts associated with cumulative development, especially on the periphery of the Harbor LA CPAs where receptors could be exposed to noise sources from within and outside the CPAs. The impacts of the Proposed Plans are considered significant and unavoidable, and the incremental effects of the Proposed Plans related to construction noise would be cumulatively considerable and would have ***significant cumulative impacts.***

Operational – Permanent Increase in Ambient Noise Levels

Stationary Noise

Stationary noise impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for stationary noise sources, the cumulative setting is development in the Harbor LA CPAs and areas immediately adjacent to the CPAs. Future development in the City would include mechanical equipment, loading, trash pick-up, and other noise-generating activities. However, such activities would be typical of the urban environment within the City and any on-site activities would be required to comply with applicable provisions of the LAMC. Sources of stationary noise are generally well-regulated. The potential for any individual site to include a source of stationary noise that would be significant is unlikely and would be speculative to address, similarly the potential for overlapping of such sources is unlikely and would be speculative to address. Therefore, the incremental effect of the Proposed Plans with respect to stationary noise sources would ***not be cumulatively considerable.***

Mobile Noise

The cumulative setting for mobile noise impacts is the City and adjacent communities because, as detailed in **Section 4.15, Transportation and Traffic,** the traffic analysis presented herein considers the combined effect of Plan-generated traffic, existing traffic volumes and pass-through future traffic from areas both within and outside the Harbor LA CPAs. **Table 4.12-13, Operational Mobile Source Noise Levels,** presents the cumulative increase in future mobile source noise levels. The transportation analysis approach used in this analysis applied established traffic forecasting tools that have been empirically proven and previously accepted under CEQA. However, these forecasting tools may prove to be conservative if some of the recent trends (prior to the pandemic) in travel persist. It is not clear what direction the trends will take at this point. Vehicle miles traveled per capita has been generally dropping since around 2004, increased for many decades prior, and has now begun to climb again since January 2014. Trends in the City are also pulling in multiple directions. If the trends toward higher levels of walking, bicycling, and transit use exceed what is forecast in this analysis, this could result in fewer driving related impacts than the Proposed Plans conservatively account for in this analysis.

As shown in **Table 4.12-13**, **Operational Mobile Source Noise Levels,** future mobile noise levels including reasonably foreseeable development from the Proposed Plans would not increase noise levels by 3 dBA CNEL or more at any of the analyzed roadway segments when compared to existing conditions. Ambient noise levels at commercial uses within the Harbor LA CPAs would not reach the "normally unacceptable" category based on noise level/land use compatibility standards in the City's General Plan Noise Element (i.e., above 75 dBA CNEL as shown previously in **Table 4.12-8**). However, residential uses and other land uses such as motels, hotels, schools, and parks would continue to be exposed to ambient noise that is in the "normally unacceptable" range (i.e., 70-75 dBA CNEL; see **Table 4.12-8**). The Proposed Plans would not incrementally increase noise levels by 3 dBA or more along any roadway segment and would not push residential uses into the "clearly unacceptable" category (noise levels above 75 dBA CNEL). Therefore, the cumulative impact is not significant and the incremental effect of the Proposed Plans on mobile source noise levels would ***not be cumulatively considerable***.

Construction Vibration

Construction vibration impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for sources of construction vibration, the cumulative setting is development in the Harbor LA CPAs and areas immediately adjacent to the CPAs. Construction of future development projects in the city would produce temporary vibration impacts. Cumulative development in the city is not likely to result in the exposure of on-site or off-site sensitive receptors to excessive ground-borne noise and vibration due to the localized nature of vibration impacts and the fact that all construction would not occur

at the same time and at the same location. Therefore, only sensitive receptors located in close proximity to each construction site would be potentially affected by each individual activity.

Construction activities associated with reasonably foreseeable development projects from the Proposed Plans may overlap for some time with construction activities for other development projects, which are adjacent to, or within the Harbor LA CPAs. However, for the combined vibration impact from simultaneous construction projects to reach cumulatively significant levels, intense construction from these projects would have to occur simultaneously in close proximity to a sensitive receptor. Construction-related vibration would not result in additive vibration in combination with cumulative development in most areas of the City. However, individual development projects near the periphery of the Harbor LA CPAs could potentially be constructed concurrently with other development adjacent to, but outside the CPAs, such that intense construction from two or more projects would simultaneously occur in close proximity to existing sensitive receptors. Therefore, the significant and unavoidable construction vibration impacts from the Proposed Plans could add to vibration impacts associated with cumulative development on the periphery of the Harbor LA CPAs. The impact of the Proposed Plans is considered significant and unavoidable and the incremental effect of the Proposed Plans on temporary vibration levels would be cumulatively considerable and result in a ***significant cumulative impact***.

Operational Vibration

Operational ground-borne vibration impacts are localized to a project site and sensitive receptors within the immediate vicinity. Therefore, for sources of operational ground-borne vibration, the cumulative setting is development in the CPAs and areas immediately adjacent to the CPAs. Ground-borne vibration could conceivably be generated by the operation of future development projects within the City. It is not anticipated that new development within the CPAs would include substantial sources of operational ground-borne vibration. It is reasonable to assume that other projects outside the CPAs would have similar characteristics. Therefore, the incremental effect of the Proposed Plans related to operational vibration would not be cumulatively considerable.

Public Airports/Private Airstrips

Aircraft-related noise impacts occur only in the vicinity of airports or airstrips. Although Citywide growth could increase the number of people who are exposed to aircraft-related noise impacts, such impacts would be localized in nature. In addition, new development associated with the Proposed Plans would not increase aircraft-related noise impacts. As discussed above, the Harbor LA CPAs are not located within the

vicinity of a private airstrip or an airport land use plan.[31] However, the public Torrance Airport–Zamperini Field is located approximately 1.5 miles to the west of the nearest Harbor Gateway CPA boundaries. The Torrance Airport-Zamperini Field Airport Committee has not published any airport land use plans.[32] While the Harbor LA CPAs boundaries are located within two miles of a public airport, new development under the Proposed Plans would be outside of the identified area of influence for the Torrance Airport.[33] As such, the Proposed Plans would not expose people residing or working in the Harbor LA CPAs to excessive noise related to airstrip or airport operations, and the Proposed Plans would have no contribution to any cumulative impact related to these noise sources. Therefore, the incremental effect of the Proposed Plans related to airport and airstrip noise would ***not be cumulatively considerable***.

4.12.7 REFERENCES

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LAMC Section 111.03

Los Angeles Municipal Code, Chapter XI, Article I, Section 111.02-(b)

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31 Los Angeles County Airport Land Use Commission, "Airports, Plans and Maps," available online at: https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a, accessed April 21, 2023.

32 City of Torrance, "Torrance Municipal Airport–Zamperini Field," available online at: https://www.torranceca.gov/government/city-departments/general-services/torrance-airport, accessed July 5, 2023.

33 Los Angeles County Airport Land Use Commission, "Airports, Plans and Maps," available online at: https://lacounty.maps.arcgis.com/apps/webappviewer/index.html?id=acf2e87194a54af9b266bf07547f240a, accessed April 21, 2023.

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U.S. EPA. Noise from Construction Equipment and Operations, Building Equipment and Home Appliances. PB 206717. 1971

4.13 POPULATION AND HOUSING

4.13.1 INTRODUCTION

This section provides an overview of existing population, housing, and employment in the Harbor Gateway and Wilmington-Harbor City Community Plan Areas, herein collectively referred to as the Harbor LA CPAs, and evaluates impacts associated with the Harbor LA Community Plans Update hereinafter, referred to as the Harbor LA Community Plans, Harbor LA Plans, or Proposed Plans. Topics addressed include expected population, housing, and employment growth and the potential displacement of existing residents resulting from implementation of the Proposed Plans. The section uses information from a variety of public agencies including the City of Los Angeles Department of City Planning (DCP), the United States Census Bureau (U.S. Census), the Southern California Association of Governments (SCAG), and the California Department of Finance (DOF).

In accordance with *State CEQA Guidelines* Section 15131, the analysis is limited to those socioeconomic issues that could result in a change on the physical environment. Considering the effect of the Proposed Plans on property values and their economic effect on surrounding businesses are not considered environmental issues, and therefore are not analyzed.

4.13.2 EXISTING ENVIRONMENTAL SETTING

2019 Baseline Conditions

CEQA requires an EIR to compare existing physical conditions (baseline) to the physical conditions after implementation of a project. The Proposed Plans plan for growth and development; there is no expected direct effect from the Proposed Plans (such as for a construction project), but there are expected indirect effects from the reasonably anticipated development that is expected to occur. To assess the impacts of the Proposed Plans requires determining reasonably anticipated development and identifying the current conditions. Both determinations rely in part on estimates of the current population, housing, and employment, and the forecasted growth in population, housing, and employment.

State CEQA Guidelines Section 15125(a) requires that an EIR include a description of the physical environmental conditions in the vicinity of a proposed project as they exist at the time the NOP is published. The NOP for this EIR was published on September 16, 2019. Thus, the Draft EIR uses 2019 as the baseline existing conditions.[1] While SCAG's 2020-2045 RTP/SCS (adopted in September 2020) is the

1 For more information on SCAG's forecasting methodology and assumptions, see the Demographics & Growth Forecast Appendix of the 2016-2040 RTP/SCS website, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf.

most recently adopted RTP, this document relies on the 2016-2040 RTP/SCS, the most recent RTP/SCS at the time of the NOP publication and scoping. Further, the most up to date and validated Los Angeles Transportation Demand Forecasting (TDF) model contains data and information from the 2016-2040 RTP/SCS; this model and its outputs are used in various sections of this Draft EIR and therefore, the 2016 RTP/SCS is utilized as the baseline throughout this document.

For the 2016 RTP/SCS, SCAG used demographic data (households, population, and employment) from a baseline year of 2012 and made projections for 2040. To address the time gap between 2012 and 2016, the demographic data from 2012 were interpolated to estimate 2019 existing conditions. SCAG's estimated 2016 population for the Harbor LA CPAs was 119,595 persons. Annual demographics data are not immediately available and there is usually a lag time in the data release. Therefore, the interpolated population numbers using an annual average growth rate represented the most reasonable estimate available in 2019. During the preparation of this EIR, SCAG adopted Connect SoCal (2020-2045 RTP/SCS) in 2020, which shows similar growth patterns within the Harbor LA CPAs as the 2016 RTP/SCS. The latest adopted RTP/SCS used a baseline year of 2016. For the Harbor LA CPAs, SCAG used a 2016 estimated population of 123,428 persons. As noted in the table below, this difference is approximately a three percent reduction from the Proposed Plans' EIR baseline. Further, in comparing baseline conditions for households and employment, the difference between the 2016 RTP and 2020 RTP is marginal (less than five percent). Since 2016, there has not been a substantial increase in either dwelling units or jobs within the Harbor LA CPAs that would necessitate a different baseline value.[2]

Population

Table 4.13-1, Population in the Harbor LA CPAs, presents Citywide and Harbor LA CPAs population data for 2010, 2016, and 2020. The variation in population estimates is attributed to the use of different forecast models by the U.S. Census, California Department of Finance, and SCAG. As shown in the **Table 4.13-1**, Citywide population increased from approximately 3,790,000 residents in 2010 to 4,015,750 residents in 2019, resulting in a net population growth of 225,750 residents and a population increase of 5.6 percent. In comparison, the Harbor LA CPAs had approximately 117,000 residents in 2010 and increased to approximately 123,428 residents in 2019, resulting in a net population growth of approximately 6,428 residents or a 2.8 percent increase between 2010 and 2019.

2 See **Appendix B, Methodology,** for more information regarding the use of the 2016-2040 RTP/SCS for the baseline and supplemental data from the 2020-2045 RTP/SCS.

Table 4.13-1
Population in the Harbor LA CPAs*

Planning Area	2010 Census	2019 (Baseline)	2020 Census	2020 RTP	Percent of Citywide Existing Population	Net Population Change 2010-2019	Percent Change in Population [1]
Citywide	3,790,000	4,015,750	3,973,278	3,933,800	100%	225,750	5.6%
Harbor LA CPAs*	117,000	123,428	124,000	121,339	3%	6,428	2.8%

Source: United States Census, 2010; Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557; SCAG Demographics and Growth Forecast 2020. Available online at https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579.
** City of Los Angeles Department of City Planning, Wilmington-Harbor City Demographic Profile. Available online at: https://planning.lacity.org/odocument/6a8a7740-d355-4742-997f-b3b8d891e44f/standard_report2020_WILMINGTON_mail.pdf. Harbor Gateway Demographic Profile. Available online at: https://planning.lacity.org/odocument/1f88f34a-2966-46cc-9129-0838d08c0846/standard_report2020_HARBOR_GATEWAY_mail.pdf*
Notes: Numbers are rounded to the nearest thousand, and percentages are calculated from the rounded values. *"% Change in Population" is the sum of "Net Population Change" divided by "2010 Census".*

Housing

The Harbor LA CPAs contain approximately 3,462 acres of land designated for residential use. Of this total, the majority of the residential uses are comprised of Low Residential, which provides single family housing, typically set away from centers of activity. The building form is low scale. The minimum size of each lot is 5,000 square feet and residential density is limited to one unit per lot. The Low Residential areas make up 28 percent of the Harbor Gateway CPA and 18 percent of the Wilmington-Harbor City CPA. Medium density residential uses can be found scattered throughout the Harbor Gateway CPA and clustered in the western portion of the Wilmington-Harbor City CPA.

Table 4.13-2, Housing Inventory in the Harbor LA CPAs, presents Citywide and Harbor LA CPAs housing data for 2010 and 2019. As shown therein, the number of housing units Citywide increased from approximately 1,414,000 housing units in 2010 to 1,500,222 housing units in 2019, resulting in a net growth of approximately 86,222 housing units and an increase of 6 percent. In comparison, the Harbor LA CPAs had approximately 32,600 housing units in 2010 and 36,275 housing units in 2019, showing an increase of 3,675 housing units, or 12.2 percent. Housing units can be accounted for in different ways by providers of demographic data. As noted above, the variation in housing estimates is attributed to the use of different forecasting models. SCAG accounts for housing units by providing only an estimate of the number of households, or occupied housing units, meaning that vacant units are excluded. Other demographic data sources, such as the 2010 Census and the Department of Finance, provide the total housing unit number,

including both occupied units and vacant units. Historically, the Citywide vacancy rate has been approximately 5 percent, although recent housing trends have reduced the vacancy rate making for a tight housing market.

Table 4.13-2
Housing Inventory in the Harbor LA CPAs*

Planning Area	2010 Census	2019 (Baseline)	2020 Census	2020 RTP	Percent of Citywide Existing 2019 Housing	Net Housing Change 2010-2019	Percent Change in Housing 2010-2019
Citywide	1,414,000	1,500,222	1,513,791	1,367,000	100%	86,222	6.1%
Harbor LA CPAs*	32,600	36,275	37,500	34,300	2.4%	3,675	11.2%

Source: United States Census, 2010; City of Los Angeles, 2017; California Department of Finance, 2020. Available online at: https://dof.ca.gov/forecasting/demographics/estimates/e-4-population-estimates-for-cities-counties-and-the-state-2011-2020-with-2010-census-benchmark-new/; Southern California Association of Governments 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. Available online at: https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf?1606005557. American Community Survey 2016-2020, available online at: https://data.census.gov/cedsci/table?tid=ACSDP5Y2020.DP04&g=0400000US06_1600000US0644000; SCAG Demographics and Growth Forecast 2020. Available online at https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579.

** City of Los Angeles Department of City Planning, Wilmington-Harbor City Demographic Profile. Available online at: https://planning.lacity.org/odocument/6a8a7740-d355-4742-997f-b3b8d891e44f/standard_report2020_WILMINGTON_mail.pdf. Harbor Gateway Demographic Profile. Available online at: https://planning.lacity.org/odocument/1f88f34a-2966-46cc-9129-0838d08c0846/standard_report2020_HARBOR_GATEWAY_mail.pdf*

Notes: Numbers are rounded to the nearest thousand, and percentages are calculated from the rounded values. For conservative purposes, this forecast assumes there are no vacant units, and all forecasted units are occupied.

The housing market is driven by supply and demand and can be influenced by population growth, income, housing unit cost, and housing locations. Age distribution is also a key market characteristic because housing demand can be influenced by the housing preference of certain age groups due to limited income. In many cases, the majority of the young adult population (20 to 34 years old) tends to occupy apartments and smaller single-family units. The population in the 35- to 65-year-old age bracket occupies a range of housing types, including larger single-family homes and apartments, based on income, household sizes, and occupancy. Housing demand for the elderly population would also fall into this category as well as assisted living homes and nursing homes. Affordability of housing is increasingly a concern in the Harbor LA CPAs as well as the City as a whole and may continue to be a challenge in 2040 based on current trends.

Employment

Table 4.13-3, Employment Trends in the Harbor LA CPAs, shows Citywide and Harbor LA CPAs employment trends for 2010, 2019, and 2020. As previously discussed, the variation in employment estimates is attributed to the use of different forecasts models by the U.S. Census, California Department of Finance, and SCAG. For the Harbor LA CPAs, the 2019 Baseline numbers are the most accurate reflection of existing conditions, as the Census numbers are calculated based on square footage of buildings. As shown below, Citywide employment increased from approximately 1,605,000 jobs in 2010 to 2,069,881 jobs in 2019, resulting in a net increase of approximately 464,881 jobs and a 29 percent increase in employment. Based on the table below, employment within the Harbor LA CPAs accounts for approximately 1.2 percent of the Citywide employment. Jobs-to-housing unit ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences.[3]

Table 4.13-3
Employment Trends in the Harbor LA CPAs

Planning Area	2010 Census	2019 (Baseline)/ a/	2020 Census/b/	2020 RTP/c/	Percent of Citywide Existing 2019 Employment	Net Employment Change 2010-2019	Percent Change in Employment 2010-2019
Citywide	1,605,000	2,069,881	2,015,122	1,848,300	100%	464,881	29%
Harbor LA CPAs/d/	52,897	24,540	57,000	44,500	1.2%	-28,357	-6.1%[1]

Source: City of Los Angeles, 2022;
/a/ 2019 American Community Survey /US Census; 2010-2014 ACS 5-Year Estimates. Available online at: https://data.census.gov/cedsci/table?t=Employment%3AEmployment%20and%20Labor%20Force%20Status&g=1600000US0644000&y=2019&tid=ACSST1Y2019.S2401; https://www.arcgis.com/home/item.html?id=37298cf9033741a383aa4e9c025caf58;
/b/ 2020 American Community Survey /US Census; ACS 5-Year Estimates. Available online at: https://data.census.gov/table?q=S2401&g=160XX00US0644000&y=2020;
/c/ SCAG Demographics and Growth Forecast 2020. Available online at https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579.
/d/ City of Los Angeles Department of City Planning, Wilmington-Harbor City Demographic Profile. Available online at: https://planning.lacity.org/odocument/6a8a7740-d355-4742-997f-b3b8d891e44f/standard_report2020_WILMINGTON_mail.pdf. Harbor Gateway Demographic Profile. Available online at: https://planning.lacity.org/odocument/1f88f34a-2966-46cc-9129-0838d08c0846/standard_report2020_HARBOR_GATEWAY_mail.pdf
Notes:
Numbers are rounded to the nearest thousand, and percentages are calculated from the rounded values.
[1] Census employment numbers (2010 and 2020) are based on square footage of buildings within the Harbor LA CPAs. 2019 Baseline number is more reflective of actual employment numbers. As a result, this percentage does not reflect actual employment trends in the Harbor LA CPAs.

3 Job-to-housing ratio is determined by dividing employment by housing.

4.13.3 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Population, Housing, and Employment at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Comprehensive Housing Affordability Study (CHAS)
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Relocation Act)
- California Housing Element Law: California Government Code Section 65583 and 65584(a)(1)
- Fair Employment and Housing Act (FEHA)
- The Unruh Civil Rights Act
- Senate Bill 2
- Senate Bill 9
- Senate Bill 375
- Housing Crisis Act of 2019 – (SB 330, Skinner)
- Density Bonus Incentives (Government Code Section 65915)
- Relocation Assistance: California Government Code Section 7261(a)
- Assembly Bill 2222
- State Accessory Dwelling Unit (ADU) Laws
- California Housing Accountability Act
- Homeowners and Private Property Protection Act (Proposition 99)
- Southern California Association of Governments
- Regional Transportation Plan/Sustainable Communities Strategy
- Regional Housing Needs Assessment
- Measure H
- City of Los Angeles General Plan
- Los Angeles Municipal Code
- Affordable Housing and Labor Standards Initiative (Proposition JJJ)
- Transit Oriented Communities (TOC) Affordable Housing Incentive Program
- Affordable Housing Linkage Fee (AHLF) Ordinance
- Affordable Housing Trust Fund
- Density Bonus Ordinance
- Homelessness Reduction and Prevention, Housing, and Facilities Bond (Proposition HHH)
- Residential Hotel Unit Conversion and Demolition Ordinance
- Rent Stabilization Ordinance

- City of Los Angeles Accessory Dwelling Units (Ordinance No. 186,481)
- Green New Deal
- Development Guidelines and Controls for City Center and Central Industrial Redevelopment Project Areas
- The Housing Authority of the City of Los Angeles (HACLA) Year 2018 Agency Plan (Agency Plan)
- City of Los Angeles Consolidated Plan (2013-2017)
- Plan for a Healthy LA (General Plan Health, Wellness and Equity Element)

Federal

Comprehensive Housing Affordability Study (CHAS). CHAS was enacted by the Cranston-Gonzalez National Affordable Housing Act of 1990 and was run by the U.S. Department of Housing and Urban Development (HUD). The primary purpose of the CHAS data is to demonstrate the number of households in need of housing assistance. This is estimated by the number of households that have certain housing problems and have income low enough to qualify for HUD's programs (primarily 30, 50, and 80 percent of median income). CHAS also considers the prevalence of housing problems among different types of households, such as the elderly, disabled, minorities, and different household types. The CHAS data provides counts of the numbers of households that fit these HUD-specified characteristics in HUD-specified geographic areas.

In addition to estimating low-income housing needs, the CHAS data contribute to a more comprehensive market analysis by documenting issues such as lead paint risks, affordability mismatch, and the interaction of affordability with variables such as age of homes, number of bedrooms, and type of building.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Relocation Act). The Uniform Relocation Act (Public Law 91-646) provides important protections and assistance for people affected by federally funded projects. This law was enacted by Congress to ensure that people whose real property is acquired, or who move as a result of projects receiving federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy.

State

California Housing Element Law: California Government Code Section 65583 and 65584(a)(1). Section 65583 of the California Government Code requires cities and counties to prepare a housing element, as one of the state-mandated elements of the *General Plan*, with specific direction on its content. Pursuant to Section 65584(a)(1) the California Department of Housing and Community Development (HCD) is responsible for determining the regional housing needs assessment (segmented by income levels) for each region's planning body known as a "council of governments" (COG), the Southern California Association of

Governments (SCAG) being the COG serving the Southern California area. HCD prepares an initial housing needs assessment and then coordinates with each COG in order to arrive at the final regional housing needs assessment. To date, there have been four previous housing element update "cycles." California is now in its fifth "housing-element update cycle." The SCAG Regional Housing Needs Assessment (RHNA) and the City's General Plan Housing Element are discussed further below.

Fair Employment and Housing Act (FEHA). The FEHA of 1959 (Government Code Section 12900 et seq.) prohibits housing discrimination on the basis of race, color, religion, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

The Unruh Civil Rights Act. The Unruh Civil Rights Act of 1959 (Civ. Code Section 51) prohibits discrimination in "all business establishments of every kind whatsoever." The provision has been interpreted to include businesses and persons engaged in the sale or rental of housing accommodations.

Senate Bill 2. California SB 2, adopted in 2007 and effective January 2008, amended the HAA and the State Housing Element Law to require local governments to take specific zoning actions to encourage the development of emergency shelters and transitional and supportive housing. It also clarifies that under the HAA, a jurisdiction cannot deny applications for such types of housing and shelter without making specific evidence-based findings.

Senate Bill 9. On September 16, 2021, Governor Newson signed Senate Bill (SB) 9, the California Housing Opportunity and More Efficiency (HOME) Act,[4] which facilitates the process for building two dwelling units on a single-family residential lot or splitting a single-family residential lot into two lots (urban lot split), allowing for a total of up to four units on the two lots, by ministerial approval, if the housing development meets certain requirements. When a lot is subdivided into two, one parcel shall not be smaller than 40 percent of the lot area of the original parcel and both parcels may not be smaller than 1,200 square feet each. The owner will need to sign an affidavit stating they intend to occupy one of the units from the urban lot split as their primary residence for at least three years.[5]

To be eligible for SB 9, the single-family lot must not be located within a historic district, included on the State Historic Resources Inventory, or designated or listed as a city or county landmark or historic property or district. Housing that is 1) subject to a recorded covenant, ordinance, or law that restricts rents to levels

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4 State of California Office of Governor Newsom, *Governor Newsom Signs Historic Legislation to Boost California's Housing Supply and Fight the Housing Crisis,* September 2021, available online at: https://www.gov.ca.gov/2021/09/16/governor-newsom-signs-historic-legislation-to-boost-californias-housing-supply-and-fight-the-housing-crisis/, accessed September 12, 2022.

5 Senate Bill 9 (Published 09/17/21), available online at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB9, accessed September 12, 2022.

affordable to persons and families of moderate, low, or very low income or 2) has been occupied by a tenant in the last three years may not be demolished or altered. In addition, the parcel has to satisfy the requirements specified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of Section 65913.4.[6] Paragraph (6) subparagraphs (B) to (K) of Section 65913.4 excludes development that are located on specific types of hazard or protected sites, including prime farmland or farmland of statewide importance, wetlands, within a very high fire hazard severity zone, designated hazardous waste sites, special flood hazard areas subject to 100-year floods.[7]

Senate Bill 375. Senate Bill (SB) 375 focuses on aligning transportation, housing, and other land uses to achieve regional greenhouse gas (GHG) emission reduction targets established under the California Global Warming Solutions Act, also known as Assembly Bill (AB) 32. SB 375 requires Metropolitan Planning Organizations (MPO) to develop a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP), with the purpose of identifying policies and strategies to reduce per capita passenger vehicle generated greenhouse gas (GHG) emissions. As set forth in SB 375, the SCS must: (1) identify the general location of land uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need; (4) identify a transportation network to service the regional transportation needs; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region; (6) consider the state housing goals; (7) establish the land use development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, will reduce GHG emissions from automobiles and light-duty trucks to achieve GHG emission reduction targets set by the California Air Resources Board (CARB), if there is a feasible way to do so; and (8) comply with air quality requirements established under the Clean Air Act.

Existing law requires local governments to adopt a housing element as part of their general plan and update the housing element as frequently as needed and no less than every five years. Under SB 375, this time period has been lengthened to eight years and timed so that the housing element period begins no less than 18 months after adoption of the RTP, to encourage closer coordination between housing and transportation planning. SB 375 also changes the implementation schedule required in each housing element. Previous law required the housing element to contain a program that set forth a five-year schedule to implement the

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6 Senate Bill 9 (Published 09/17/21), available online at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB9, accessed September 12, 2022.

7 Government Code Section 65913.4, available online at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65913.4.&lawCode=GOV. Accessed September 12, 2022.

goals and objectives of the housing element. The new law instead requires this schedule of actions to occur during the eight-year housing element planning period and requires that each action have a timetable for implementation. SB 375 also requires that the schedules for the regional transportation plan (RTP) and RHNA processes be synchronized and requires the RHNA to allocate housing units within the region in a manner consistent with the development pattern adopted by the SCS.

As discussed further below, on September 3, 2020, SCAG adopted its Connect SoCal: The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), which is an update to the previous 2016 RTP/SCS. Using growth forecasts and economic trends, the RTP/SCS provides a vision for transportation throughout the region for the next 25 years that achieves the statewide reduction targets; and in so doing identifies the amount and location of growth expected to occur within the region.

Housing Crisis Act of 2019 – (collectively, Senate Bill (SB) 330 and SB 8, Skinner). On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (HCA). The HCA seeks to speed up housing production in the next half decade by eliminating some of the most common entitlement impediments to the creation of new housing, including delays in the local permitting process and cities enacting new requirements after an application is complete and undergoing local review—both of which can exacerbate the cost and uncertainty that sponsors of housing projects face. In addition to speeding up the timeline to obtain building permits, the bill prohibits local governments from reducing the number of homes or decreasing the intensity (e.g., FAR) of development that can be built through down-planning or down-zoning without offsetting the decrease in intensity on other sites within the jurisdiction so there is no-net-loss in housing capacity. The law further prohibits the introduction of non-objective design standards. The bill is in effect as of January 1, 2020, but is temporary in nature as the bill's provisions expire on January 1, 2030.

Density Bonus Incentives (Government Code Section 65915). The State Density Bonus law (signed into law in 1979) requires jurisdictions to provide applicants with a density bonus and incentives or concessions for the production of housing development in which affordable housing is also provided. Eligible projects include housing developments with (1) at least 10 percent housing for lower income households; (2) at least five percent of the housing for very low-income households; (3) a senior citizen housing development or mobile home park restricted to older persons; and (4) at least 10 percent of the total dwelling units in common interest development for moderate-income families or persons. AB 1763, effective January 1, 2020, amends the State Density Bonus Law (Section 65915) to allow for taller and denser 100 percent affordable housing developments, especially those near transit, through the creation of an enhanced affordable housing density bonus.

Relocation Assistance: California Government Code Section 7261(a). Section 7261(a) of the California Government Code requires that programs or projects undertaken by a public entity shall be planned in a manner that (1) recognizes, at an early stage in the planning of the programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of these problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion. The head of the displacing agency shall ensure the relocation assistance advisory services are made available to all persons displaced by the public entity. If the agency determines that any person occupying property immediately adjacent to the property where the displacing activity occurs is caused substantial economic injury as a result thereof, the agency may make the advisory services available to the person.

Assembly Bill (AB) 2222. On September 27, 2014, the governor signed AB 2222, which amended sections of the State Density Bonus Law (Government Code Section 65915). AB 2222 requires that density bonus projects resulting in a loss of existing affordable and otherwise locally regulated (i.e., rent-stabilized) housing units replace those units one-for-one. It also extends the affordability period from 30 to 55 years and expands the use of equity sharing in for-sale units. Several other clarifications of the existing law are also included but did change current City policy.

State Accessory Dwelling Unit (ADU) Laws. Accessory Dwelling Units (ADU) are a valuable form of housing and an essential component of the state's housing supply as declared by the California Legislature and are allowed in zones that allow single-family and multi-family housing, in Government Code Section 65852.150. An ADU is an accessory dwelling unit with complete independent living facilities for one or more persons and has several forms, meaning it can be detached from the primary structure, attached to the primary structure, or be converted existing space. Updated ADU laws became effective on January 1, 2021, that further reduce barriers, streamline approval processes, and accommodate the development of ADUs and junior accessory dwelling units (JADUs). A JADU is converted existing space that is contained entirely within a single-family residence. The state's ADU law is the statutory minimum requirement and local governments may go beyond the statutory minimum and adopt local ADU ordinances, but in consistency with Section 65852.150.[8]

California Housing Accountability Act. The Housing Accountability Act (HAA; SB 167) is a California state law designed to promote infill development by speeding housing approvals. The HAA was passed in 1982 in recognition that the lack of housing, including emergency shelter, is a critical statewide problem.

8 California Department of Housing and Community Development, *Accessory Dwelling Unit Handbook*, December 2020, available online at: https://www.hcd.ca.gov/policy-research/docs/adu_december_2020_handbook.pdf. Accessed September 12, 2022.

The HAA empowers the State of California to limit the ability of local government to restrict the development of new housing.

Homeowners and Private Property Protection Act (Proposition 99). In 2008, California voters approved Proposition 99, the Homeowners and Private Property Protection Act, which amended the California Constitution so that local governments are prohibited from using eminent domain authority to acquire an owner-occupied residence for the purposes of conveying it to a private recipient, with limited exceptions. Proposition 99 applies only to owner-occupied residences. Cities may still use eminent domain authority to convey multi-family and non-residential property to other private parties.

Regional

Southern California Association of Governments. The City of Los Angeles is located within the jurisdiction of SCAG, a Joint Powers Agency established under California Government Code Section 6502 et seq. Pursuant to federal and State law, as discussed above, SCAG serves as a Council of Governments, a Regional Transportation Planning Agency, and the (Metropolitan Planning Organization (MPO) for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. Specifically, SCAG is responsible for preparing the RTP/SCS and RHNA, in coordination with other State and local agencies. These documents include population, employment, and housing projections for the region and its 15 subregions. The City of Los Angeles is located within the Los Angeles Subregion.

SCAG is tasked with providing demographic projections for use by local agencies and public service and utility agencies in determining future service demands. Projections in the SCAG RTP/SCS serve as the basis for demographic estimates in this analysis of project consistency with growth projections. The findings regarding growth in the region are consistent with the methodologies prescribed by SCAG and reflect SCAG goals and procedures.

SCAG data is periodically updated to reflect changes in development activity and actions of local jurisdictions (e.g., zoning changes). Through these updates, public agencies have advance information regarding changes in growth that must be addressed in planning for their provision of services. Changes in the growth rates are reflected in the new projections for service and utilities planning over the long-term time horizon.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Pursuant to Government Code Section 65080(b)(2)(B), SCAG must prepare a RTP/SCS which (1) identifies the general location of uses, residential densities, and building intensities within the region; (2) identify areas within the region

sufficient to house all the population of the region over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) identify a transportation network to service the transportation needs of the region; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region; and (6) consider the state housing goals specified in Sections 65580 and 65581, (7) set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets approved by the state board, and (8) allow the RTP to comply with air quality conformity requirements under the federal Clean Air Act.

On September 3, 2020, SCAG's Regional Council adopted the Connect SoCal 2020–2045 RTP/SCS. On October 30, 2020, CARB accepted SCAG's determination that the SCS would achieve GHG emission reduction targets. The 2020-2045 RTP/SCS meets federal and state requirements and is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS contains baseline socioeconomic projections that serve as the basis for SCAG's transportation planning. It includes projections of population, households, and employment forecasted for the years 2020, 2030, 2035, and 2045 at the regional, county, and local jurisdictional levels, and Traffic Analysis Zones (TAZ) that provide small area data for transportation modeling.[9] However, TAZ-level projections are utilized by SCAG for regional modeling purposes and are not adopted as part of Connect SoCal nor included as part of the Forecasted Regional Development Pattern.[10]

Regional Housing Needs Assessment. SCAG prepares the RHNA mandated by State law so that local jurisdictions can use this information during their periodic update of the General Plan Housing Element. The RHNA identifies the housing needs for very low income, low income, moderate income, and above moderate-income groups, and allocates these targets among the local jurisdictions that comprise SCAG. The RHNA addresses existing unmet needs and future housing needs. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution. The most recent RHNA allocation, the "6th Cycle RHNA Allocation Plan," was adopted by

9 Southern California Association of Governments (SCAG), *2020 RTP/SCS, Demographics & Growth Forecast Appendix*, available online at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf, accessed September 12, 2022.

10 SCAG, *2020 RTP/SCS, Demographics & Growth Forecast Appendix*, page 27, available online: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf, accessed September 12, 2022.

SCAG's Regional Council on March 22, 2021.[11] The City of Los Angeles was assigned a RHNA of 456,643units, of which 184,721 units must be affordable to lower income households (Very Low and Low levels) for the October 2021 to October 2029 planning period. Local jurisdictions are required by State law to update their General Plan Housing Elements based on the most recently adopted RHNA allocation.

Measure H. Measure H is a county sales tax measure that was passed by Los Angeles County voters in March 2017. Through a ¼-cent sales tax, Measure H is expected to generate $355 million a year for 10 years in funding dedicated to fighting homelessness. The five-year goal is to provide permanent housing for 45,000 families and individuals, while preventing homelessness for 30,000 others. In June 2017, the Board of Supervisors approved funding allocations for each of the Measure H-eligible Homeless Initiative strategies and detailed implementation plans were developed for new strategies and those that are significantly expanded and/or enhanced with Measure H funding.

Local

City of Los Angeles General Plan (Framework Element, Housing Element, Land Use Element). The *General Plan* was prepared pursuant to State law to guide future development and to identify the community's environmental, social, and economic goals. The *General Plan* sets forth goals, objectives, and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the community, while at the same time integrating a range of State-mandated elements including Transportation, Noise, Safety, Housing, Open Space/Conservation, and Environmental Justice. The General Plan also includes the General Plan Framework Element (Framework Element), discussed below, and the Community Plan, which guides land use at the level of the community plan area.

Framework Element. The Framework Element sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services.[12] General Plan Framework land use policies are implemented at the community level through the City's Community Plans and Specific Plans.

The General Plan Framework also includes population, housing, and employment projections to guide future Community Plan amendments. However, the General Plan Framework makes clear that its population forecasts are estimates for guiding amendments: "… it [Framework Element] is not dependent

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11 SCAG, *6th Cycle Final RHNA Allocation Plan*, available online at: https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1625161899, accessed September 12, 2022.

12 City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, 1995, available online: http://cityplanning.lacity.org/cwd/framwk/contents.htm. Accessed September 12, 2022.

upon these population levels or distributions for its implementation. It does not mandate specific levels of growth for any specific area (neither minimums nor caps)."[13]

The General Plan Framework housing chapter states that housing production has not kept pace with the demand for housing. According to the General Plan Framework, the City has insufficient vacant properties to accommodate the projected population growth and the supply of land zoned for residential development is constrained.[14] The Housing Chapter states that new residential development will require the recycling and/or intensification of existing developed properties.[15] The General Plan Framework states that the City must strive to meet the housing needs of the population in a manner that contributes to stable, safe, and livable neighborhoods, reduces conditions of overcrowding, and improves access to jobs and neighborhood services, particularly by encouraging future housing development near transit corridors and stations.[16] The Housing Chapter includes goals, objectives and policies to guide future development.[17] In particular, Policy 4.1.1 states that the City should "[p]rovide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the 20-year projections of housing needs." Objective 4.2 "[e]ncourage[s] the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods."

Housing Element. The Housing Element of the *General Plan* is prepared pursuant to State law and provides planning guidance in meeting the housing needs identified in SCAG's RHNA. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create sustainable, mixed-income neighborhoods. The State requires that the Housing Element include a detailed analysis of the City's demographic, economic and housing characteristics; a comprehensive analysis of constraints to producing and preserving housing; a review of the City's progress in implementing current housing policies and programs; an identification of goals, objectives, and policies, in addition to a full list of program that will implement the vision of the plan; and

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13 City of Los Angeles, *The Citywide General Plan Framework*, page 2-2, accessed September 12, 2022.

14 City of Los Angeles, *The Citywide General Plan Framework*, Housing Chapter, page 4-1, accessed September 12, 2022.

15 City of Los Angeles, *The Citywide General Plan Framework*, Housing Chapter, page 4-1, accessed September 12, 2022.

16 City of Los Angeles, *The Citywide General Plan Framework*, Housing Chapter, page 4-2, accessed September 12, 2022.

17 City of Los Angeles, *The Citywide General Plan Framework*, Housing Chapter, pages 4-4 and 4-6, accessed September 12, 2022.

a list of sites that could accommodate new housing, demonstrating the City's ability to meet its RHNA allocation.[18]

The 2021-2029 Housing Element, an update to the previous 2013-2021 Housing Element that is based on the updated 2021 RHNA, was adopted by the City Council on November 24, 2021. Policies include Policy 1.1.2, which states that the City should "[p]lan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan."[19] Also, Policy 1.1.6, states that the City should "[a]llocate citywide housing targets across Community Plan areas in a way that seeks to address patterns of racial and economic segregation, promote jobs/housing balance, provide ample housing opportunities, and affirmatively further fair housing."[20] The Housing Element carries forward the goals of the Framework Element Housing chapter to encourage the development of livable neighborhoods and preservation of the housing supply.

Further, Chapter 1, Housing Needs Assessment, identifies the City's share of the housing needs established in the RHNA. In particular, Table 1.27, City of Los Angeles Regional Housing Needs Assessment Allocation, indicates that the City's needs assessment allocation includes 456,643 housing units.[21] Of that total number, approximately 40 percent of the units (184,732 units) must be affordable to Very Low- and Low-income households. The identified housing needs represent targets to be met and do not establish development caps. The allocation of 456,643 housing units represents one-third of the total need of 1,341,827 housing units identified for the six-county SCAG region. The percentage significantly increased from the previous housing needs cycle (5th cycle) and City proportion, which was approximately one-fifth of the regional need for the same types of units. As previously stated, there is a significant increase because the current housing needs cycle includes existing unmet housing needs in the allocation number. The City's 2021-2029 Housing Element identified an anticipated shortfall and the need for a Rezoning Program, which "prioritizes additional housing capacity, particularly lower-income capacity, in Higher Opportunity Areas, promotes housing near transit, and protects environmentally sensitive areas."[22]

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18 City of Los Angeles, *Housing Element 2013-2021 FAQ*, available online at: https://planning.lacity.org/plans-policies/housing-element-update#resources, accessed September 12, 2022.

19 City of Los Angeles, *Housing Element 2013-2021*, Chapter 6, page 245, available online at: https://planning.lacity.org/odocument/d4cdc3ff-d694-44a0-b031-7f963afef03f, accessed September 12, 2022.

20 City of Los Angeles, *Housing Element 2013-2021*, Chapter 6, page 245, available online at: https://planning.lacity.org/odocument/d4cdc3ff-d694-44a0-b031-7f963afef03f, accessed September 12, 2022.

21 City of Los Angeles, *Housing Element 2021-2029*, Chapter 1, page 97.

22 City of Los Angeles, *Housing Element 2013-2021*, Chapter 4, page 145, available online: https://planning.lacity.org/odocument/d4cdc3ff-d694-44a0-b031-7f963afef03f, accessed September 12, 2022.

Land Use Element/Community Plans. The Land Use Element of the City's *General Plan* includes 35 community plans. Community plans are intended to provide an official guide for future development and propose approximate locations and dimensions for land use. The community plans establish standards and criteria for the development of housing, commercial uses, and industrial uses, as well as circulation and service systems. The community plans implement the City's General Plan Framework at the local level. The community plans consist of both text and an accompanying generalized land use map. The community plans' texts express goals, objectives, policies, and programs to address growth in the community. The community plans' maps depict the desired arrangement of land uses as well as street classifications and the locations and characteristics of public service facilities. Per State law, each community plan must be consistent with the other elements and components of the General Plan and, thus, incorporates information from these plans. The Community Plan includes residential, commercial, and industrial goals, policies and programs that establish a development concept for its neighborhoods and districts.

Los Angeles Municipal Code (LAMC). Zoning codes and regulations located in Chapter 1 of the LAMC provide for the types and densities of commercial, institutional, industrial, and residential uses permitted in each of the City's zones. Zoning in the City establishes the maximum allowable development in a zone. Zoning also includes height limitations and other development standards which together regulate setbacks, building heights, floor area ratios (FAR), open space and parking for each parcel within the City, as applicable.

The LAMC is currently undergoing a comprehensive update to all Zoning Code sections as part of the New Zoning Code Update effort. The Zoning Code Update, which started in 2013, will update the Zoning Code to make the Code more streamlined, visual, and easy to use. The existing Zoning Code will continue to be located in Chapter 1 of the LAMC, while the New Zoning Code will be located in a new Chapter 1A of the LAMC.

Affordable Housing and Labor Standards Initiative (Proposition JJJ). Proposition JJJ, approved on November 8, 2016, is a measure to impose affordable housing and local labor hiring requirements on new development projects, as well as set a minimum wage for hired construction workers. The measure included a number of key provisions. All development projects that include 10 or more residential units and require changes to the General Plan or other zoning are required to make a percentage of the units affordable to low-income and working residents or pay a fee to fund affordable housing and enforce laws that protect renters. Developers are required to make as much as 20 percent of the units in a project affordable for low-income and working renters. That number can be as high as 40 percent for homes that are for sale.

Developers of any such residential projects are required to hire contractors who:

- Are licensed according to city and state law;
- Guarantee to offer at least 30 percent of workhours to city residents, with 10 percent coming from those living within five miles of the project;
- Pay standard wages for the area; and
- Employ members of apprenticeship training programs and workers with real-world experience.

Moreover, projects planned around public transit within a half mile of significant public transit stops are encouraged through an incentive program that applies only to projects that include affordable housing and require contractors to comply with the restrictions laid out in the bulleted list above.

Transit Oriented Communities (TOC) Affordable Housing Incentive Program. Pursuant to the voter-approved Measure JJJ, LAMC Section 12.22 A.31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The program provides incentives for developers to build affordable housing located within a one-half mile radius of major transit stops; see Section 4.10, Land Use, for more information. All development projects that include 10 or more residential units and involve a zone change, general plan amendment, or height district change would be subject to the new requirements.

Affordable Housing Linkage Fee (AHLF) Ordinance. The City Council adopted the AHLF Ordinance on December 13, 2017, and became effective on February 17, 2018, with a phased-in fee structure. The AHLF Ordinance places a fee on certain new market-rate residential and commercial developments to generate local funding for affordable housing. The fee amount is based on the fee schedule in effect at the time the building permit for a project is issued, and the market area within which it is located. Fees will be adjusted annually for inflation beginning July 1, 2019, using the Consumer Price Index (CPIU). The market areas may be updated by the City Council every five years beginning July 1, 2023.

Affordable Housing Trust Fund. The City created and administered the Affordable Housing Trust Fund (Fund), which is codified in the LAMC. The Fund establishes a special fund for the purpose of receiving and disbursing monies to address the affordable housing needs of the City. The Fund requires 25 percent of the received initial and continuing net revenue of the 2001 business tax and payroll expense tax amnesty program and the revenue program of the Revenue and Taxation Code Section 1955.1 (Assembly Bill 63) be allocated to the Fund.

Density Bonus Ordinance. The purpose of the City's Density Bonus Ordinance, codified as LAMC Section 12.22 A.25, is to establish procedures for implementing State Density Bonus requirements, as set forth in California Government Code Sections 65915-65918, and to increase the production of affordable housing, consistent with City policies. Subject to the provisions of LAMC Section 12.22 A.25, housing development projects that include an affordable housing component and senior citizen housing development projects may be granted a density bonus, allowing for a density increase over the otherwise maximum allowable residential density under the applicable zoning ordinance and/or specific plan. The density bonus is determined based on the percentage and type of restricted affordable housing units provided and shall not exceed 35 percent. The amount of parking required for these projects may also be reduced. In addition, a housing development project that qualifies for a density bonus may be granted incentives set forth in the ordinance that allow for modification to a City development standard or requirement.

Homelessness Reduction and Prevention, Housing, and Facilities Bond (Proposition HHH). Proposition HHH, approved on November 8, 2016, is a $1.2 billion general obligation bond to finance the construction of supportive and affordable housing for homeless people in the City. The purpose of the bond is to provide safe, clean affordable housing for the homeless and for those in danger of becoming homeless, such as battered women and their children, veterans, seniors, foster youth, and the disabled; and provide facilities to increase access to mental health care, drug and alcohol treatment, and other services.

Residential Hotel Unit Conversion and Demolition Ordinance. The Residential Hotel Unit Conversion and Demolition Ordinance (RHO) prohibits conversion or demolition of dwelling units in a residential hotel without approval from the Los Angeles Housing Department (LAHD). The ordinance adds Article 7.1 to Chapter IV of the LAMC and amends Sections 91.106.4.1, 151.06, and 151.09 (City of Los Angeles 2008). The ordinance seeks to preserve dwelling units provided by residential hotels, which often serve as affordable housing for the very low income, elderly, and disabled.

Rent Stabilization Ordinance. The City's Rent Stabilization Ordinance (RSO) was established in response to the shortage of affordable housing in Los Angeles and went into effect on May 1, 1979. The RSO's purpose is to regulate rents so as to safeguard tenants from excessive rent increases, while at the same time providing landlords with just and reasonable returns from their rental units. The RSO addresses allowable rent increases, the registration of rental units, legal reasons for eviction, and the causes for eviction requiring relocation assistance payment to the tenant. Properties subject to the RSO are those that are within the City limits, contain two or more units, and have a Certificate of Occupancy prior to October 1, 1978, as well as replacement units under LAMC Section 151.28. A complaint can be filed by any tenant who believes that an owner, manager, or agent has committed a violation of the RSO. The Housing Department oversees and enforces the RSO. The RSO comprises Chapter XV of the LAMC.

In 2017, two ordinances amending the RSO went into effect. The "Ellis Amendments" (Ordinance No. 184,873) amended the RSO requirements for demolition or permanent withdrawal of RSO units. The amendments provide clarification on the applicability of RSO to both vacant and occupied units, the unit withdrawal process, and relocation service requirements. In addition, the amendments require that property owners file annual status reports on withdrawn properties and allow landlords to qualify for an exemption on newly constructed units where RSO units are demolished by providing a certain amount of affordable housing. The second amendment (Ordinance No. 184,822) addresses relocation assistance for unpermitted rental units and requires that eviction notices must list one of the permitted RSO eviction reasons.

City of Los Angeles Accessory Dwelling Units (Ordinance No. 186,481). The City Council adopted Ordinance No. 186,481 on December 19, 2019 (CF 16-1468), which provides for the creation of Accessory Dwelling Units (ADU) and Junior Accessory Dwelling Units (JADU) consistent with California Code Sections 65852.2 and 65852.22.[23] "The ADU Ordinance incorporates state ADU provisions and further regulates the size and form of ADUs in relation to the main home, requires additional standards for construction of new ADUs in certain hillside neighborhoods, and allows for Movable Tiny Houses to be used as ADUs."[24] The ordinance specifies the development standards and requirements for the different types of ADUs and JADUs permitted in the City. ADUs are generally not permitted on lots that are designated as both a Very High Fire Hazard Severity Zone and a Hillside Area, unless specific development standards are met. The ordinance also has parking standards of generally one parking space per ADU, although there are exemptions available under certain conditions, such as if the ADU is within one-half mile walking distance of public transit. The Department of City Planning issued a memo on February 27, 2020, regarding the implementation of the City's ADU Ordinance and the State ADU law, summarizing key provisions applicable to detached ADUs and Movable Tiny Houses and key provisions applicable to attached ADUs and JADUs.[25]

Green New Deal. In April 2019, Mayor Eric Garcetti released the Green New Deal (Sustainable City pLAn 2019), a program of actions designed to create sustainability-based performance targets through 2050 in order to advance economic, environmental, and equity objectives.[26] L.A.'s Green New Deal is a mayoral

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23 City of Los Angeles, *Ordinance No. 186,481*, adopted December 19, 2019, available online: http://clkrep.lacity.org/onlinedocs/2016/16-1468_ORD_186481_12-19-2019.pdf, accessed on September 12, 2022.

24 City of Los Angeles Department of City Planning, "Housing Policy," available online at: https://planning.lacity.org/plans-policies/initiatives-policies/housing, accessed on September 12, 2022.

25 City of Los Angeles, *Implementation of 2019 Accessory Dwelling Unit Ordinance*, February 2020, available online at: https://planning.lacity.org/odocument/ec892d01-7873-455a-8e15-78a771b2c7ac/ADU_Memo_2020_Final_2.26.20_(1).pdf, accessed on September 12, 2022.

26 City of Los Angeles, *L.A.'s Green New Deal-Sustainability Plan 2019*, available online at: https://plan.lamayor.org/, accessed on September 12, 2022.

initiative rather than an adopted plan and is the first four-year update to the City's first Sustainable City pLAn that was released in 2015. It augments, expands, and elaborates in even more detail L.A.'s vision for a sustainable future and it tackles the climate emergency with accelerated targets and new aggressive goals. The Housing & Development Chapter of the Green New Deal includes the following targets for the number of new housing units to be provided within the City:

- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; and 75 percent by 2035.
- Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.
- Create or preserve 50,000 income-restricted affordable housing units by 2035 and increase stability for renters.

The Housing Authority of the City of Los Angeles (HACLA) Year 2018 Agency Plan (Agency Plan). The Agency Plan sets forth the Housing Authority's primary goals, as well as policies to support those goals. Goals include financing the redevelopment and rehabilitation of public housing assets, improve the public housing community environment through a public safety approach, and maintain comprehensive economic development and self-sufficiency opportunities for extremely-low, very-low, and low income residents and program participants.[27] The Plan also reports on the status of existing public housing initiatives.

City of Los Angeles Consolidated Plan (2018-2022). The 2018-2022 Consolidated Plan (ConPlan) is the City's strategic plan for leveraging annual allocations of federal funds granted by HUD (e.g., Community Development Block Grant, Emergency Solutions Grant, HOME Investment Partnerships Program (HOME), and Housing Opportunities for Persons with AIDS). The City's 2018-2022 ConPlan represents the nation's first transit oriented ConPlan and integrates transit, community, economic, and housing development investments. The ConPlan identifies the City's fiscal and policy challenges, establishes goals, and projected five-year goal outcomes to be achieved with federal funds. The Five-Year Plan in turn informs an Annual Plan prepared by the City each year that provide action plans for implementing projects and programs funded with federal grants.[28]

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27 The Housing Authority of the City of Los Angeles, *Year 2018 Agency Plan (Agency Plan)*, 2018, available online at: https://www.hacla.org/sites/default/files/Hacla%20images/2018%20Final%20Agency%20Plan%2010-6-2017%20-%20FINAL.pdf, accessed on September 12, 2022.

28 Los Angeles Housing Department, *City of Los Angeles Consolidated Plan (2018-2022*), available online at: https://housing.lacity.org/wp-content/uploads/2020/05/action_plan_v1.pdf?download=0, accessed on September 12, 2022.

Plan for a Healthy LA (General Plan Health, Wellness and Equity Element). In 2015, the City adopted the Plan for a Healthy Los Angeles as an Element of the *General Plan.* The development of the Plan built on the Health Atlas for the City of Los Angeles (2013), which provided a data-driven methodology for identifying and addressing key health issues and community vulnerabilities in Los Angeles and helped inform the Plan's outreach efforts, policies, and goals. On November 24, 2021, the City Council approved targeted amendments to the Plan for a Healthy LA that address environmental justice (Senate Bill 1000); the Plan for a Healthy LA is the document that houses the City's environmental justice goals, policies, and implementation programs.[29] The Plan for a Healthy LA identifies housing as a key component of building a healthier and more just city. Several of the policies in the element speak to housing, such as Policy 1.6 "Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility."

4.13.4 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to population and housing if they would:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) and

- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

4.13.5 METHODOLOGY

This analysis considers reasonably anticipated population, housing unit, and employment growth that would occur with implementation of the Proposed Plans, and whether this growth is within local or regional forecasts, whether it can be considered substantial with respect to growth projections Citywide, and whether it would result in the displacement of housing or people which could then result in the need for replacement housing.

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29 City of Los Angeles, *Plan For a Healthy Los Angeles*, 2021, available online at: https://planning.lacity.org/odocument/1a364ed0-feda-4c75-9a26-843106059c76/Plan_for_a_Healthy_LA_DRAFT_9.14.2021.pdf, accessed September 12, 2022.

For **Threshold 4.13-1**, the following criteria related to growth inducement are considered relevant to the Proposed Plans:

- The degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/build out, and that would result in an adverse physical change in the environment;
- Whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and
- The extent to which growth would occur without implementation of the Plan.

Although CEQA requires an EIR to consider growth-inducing impacts, CEQA provides that the EIR "should not assume that growth is necessarily beneficial, detrimental, or of little significance."

For **Threshold 4.13-2,** the determination of significance related to displacement takes into consideration the following factors that are considered relevant to the Proposed Plans:

- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the Proposed Plans, in terms of net loss of market-rate and affordable units;
- The current and anticipated housing demand and supply of market rate and affordable housing units in the area;
- The land use and demographic characteristics of the area and the appropriateness of housing in the area; and
- Whether the Proposed Plans are consistent with adopted City and regional housing policies such as the Framework and Housing Elements, HUD Consolidated Plan and CHAS policies, Rent Stabilization Ordinance, and the RTP/SCS.

For a detailed discussion of the impacts related to consistency with adopted city and regional housing policies, please refer to **Section 4.10, Land Use and Planning**.

Loss of affordable housing and displacement of low-income renters is a social and economic impact, which is not a CEQA impact unless it results in an indirect physical impact.[30] Based on this, an impact from loss

30 *Porterville Citizens for Responsible Hillside Dev. v City of Porterville* (2007) 157 CA4th 885, 903 (claimed impact of new homes on existing home values is economic impact), available online at: https://casetext.com/case/porterville-citizens-v-porterville, accessed September 12, 2022.

of affordable housing and displacement in this EIR will be an impact if it results in a physical impact to the environment, such as construction of new housing elsewhere. It may also be from transportation or other impacts related to people driving a farther distance. The *CEQA Guidelines* require a lead agency to consider the reasonably foreseeable indirect environmental consequences of a project's economic or social impacts. To require an analysis of the indirect physical impacts, the social and economic impacts must be supported by substantial evidence. An EIR would be required to analyze reasonably foreseeable, not speculative impacts, resulting from social and economic impacts.[31] SCAG data on population, housing, and employment projections are used as a benchmark to guide the local planning process. The analysis below compares reasonably anticipated population, housing, and employment to the 2019 baseline and SCAG's 2040 projections. If implementation of the Proposed Plans would result in a net decrease in residential units (market-rate or affordable) and require construction of replacement housing built elsewhere, the impacts associated with the replacement housing may be considered significant.

Table 4.13-4
Comparison of Reasonably Anticipated Development within the Harbor LA CPAs

	2019 Baseline	Proposed Plans 2040	No Project (2040)	SCAG 2040 Forecast
Population	123,428	161,345	134,066	125,000
Housing[1,2]	36,275	47,202	39,158	38,000
Employment	24,540	62,339	36,357	44,000

Source: City of Los Angeles, 2022; 2016 SCAG RTP/SCS.
1 SCAG provides forecasts for households, which is the equivalent of occupied housing units, and does not equal 100% of the units.
2 The Proposed Plans assume 0% vacancy, and in this case, households are equivalent to housing units.

4.13.6 IMPACTS

Threshold 4.13-1 **Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

This impact would be less than significant.

31 CEB, *Practice under the California Environmental Quality Act*, Section 6.36; Public Resources Code Section 21065, available online at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=21065.&lawCode=PRC; *Friends of Davis v. City of Davis* (2000) 83 Cal.App.4th 1004, 1020 (rejecting an argument that an initial study was required to analyze speculative physical impacts resulting from competition with retail tenant). Available online at: https://law.justia.com/cases/california/court-of-appeal/4th/83/1004.html, accessed September.

The Proposed Plans do not entitle specific development projects; rather the Proposed Plans' policies and land use designations establish the basis for where, how, and what type of development can occur through 2040. With adoption of the Proposed Plans, land use designations and intensities within the Harbor LA CPAs would be revised to accommodate anticipated population growth and housing and employment demand projected by SCAG through the year 2040. Consistent with sustainable growth policies of the RTP/SCS and the General Plan Framework Element, the purpose and primary objectives of the Proposed Plans is to accommodate reasonably anticipated future growth in the Harbor LA CPAs by strategically guiding expected development to urbanized areas and in a manner that improves the quality of life of existing and future residents. The Proposed Plans include General Plan amendments and zoning changes to accommodate community preferences, housing demand, leveraging investment in infrastructure, opportunities for economic development, and the potential for environmental impacts.

A significant impact for purposes of this threshold is if the Proposed Plans induce unplanned growth into an area. The underlying purpose of the Proposed Plans is to accommodate forecasted Citywide growth. Growth would not result in a significant impact if it can be accommodated by existing or planned facilities and services, would not require construction of new facilities resulting in physical impacts, and is consistent with the City's Framework Element, as well as state and regional policies and regulations. Note, this threshold recognizes that it is not a significant adverse impact for the City to put more growth into any community plan area than projected by SCAG. SCAG forecasts are not mandates to local agencies and are not made based upon a local agency's capacity to provide services. As discussed below and in **Chapter 3.0, Project Description,** and **Appendix B, Methodology**, the City accommodates Citywide growth consistent with the City's Framework Element and SCAG's SCS policies, among others. However, as discussed in **Section 4.17, Utilities and Public Services**, the City's services and utilities are planned and provided for at the Citywide level based on SCAG's projections for the City, not the community plan areas.

The State of California requires that cities plan for changes in population, housing, and employment. If growth is projected, each city must accommodate a share of anticipated regional growth. SCAG is responsible for producing socio-economic estimates and projections at multiple geographic levels. The socio-economic estimates and projections are used for federal, and state mandated long-range planning efforts, such as the RTP/SCS. In preparing the RTP/SCS, SCAG prepares population, housing, and employment projections in consultation with jurisdictions in the region. These projections are derived from a combination of sources and consider factors such as birth rates; migration rates; historical trends; household size; market and economic projections; existing and planned land uses; and consistency with relevant adopted local, regional, and state land use policies and growth strategies. The development of the

growth forecast is driven by collaboration between SCAG and local jurisdictions. The integration of the regional and local forecasts is achieved through collaboration among the various contributors.[32]

DCP allocates the City's projected population and employment to the City's 35 community plans consistent with the City's Framework Element, the SCS, and other City policies. The City accommodates for the projected levels of population, housing, and employment growth through its Community Plan updates. With implementation of the Proposed Plans, the designations, intensities, and densities of the Harbor LA CPAs would be revised to accommodate population growth, housing, and employment demand projected by SCAG through the year 2040, as well as to meet the other project objectives, including locating growth in transit centers and along transit corridors. The development growth assumptions for the Proposed Plans are based on the acreage of land designated for each type of land use; allowable densities and intensities in each designation; anticipated levels of development in the life of the Proposed Plans; and development constraints, such as topography, land acquisition and construction costs, and historic preservation regulations (as described in **Section 4.13.5, Methodology**).

Although CEQA does not require nor generally allow the environmental analysis to directly compare the Proposed Plans to the No Project (2040 condition), this comparison is provided for informational purposes--not for impact analysis--to highlight how the Proposed Plans update the population, housing, and employment in the context of reasonably anticipated development in the Harbor LA CPAs and show the development that would be expected in the CPAs in the absence of the Proposed Plans. **Table 4.13-5, Harbor LA CPAs Existing (2019) and Development Potential (2040),** compares existing conditions (2019) and the No Project and Proposed Plans' reasonable development potential. As discussed in further detail below, the Proposed Plans would increase reasonably anticipated housing, population, and employment as compared to the No Project. The Proposed Plans will accommodate SCAG's 2040 population, housing, and employment projections based on the amount of development that can reasonably be expected to occur during the life of the Proposed Plans, given the Proposed Plans' land use designations and policies.

32 For more information on SCAG's forecasting methodology and assumptions, see the *Demographics & Growth Forecast Appendix* of the 2016-2040 SCAG RTP/SCS, available online at: https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs_demographicsgrowthforecast.pdf?1606073557, accessed July 28, 2023.

Table 4.13-5
Harbor LA CPAs Existing (2019) and Development Potential (2040)

	Population	Dwelling Units	Employment
Existing Harbor LA CPAs (2019)	123,428	36,275	24,540
Proposed Plans 2040	161,345	47,202	62,339
Change (2019-2040)	37,917	10,927	37,799
Percent Change (2019-2040)	23.5%	30%	154%
2040 No Project	134,066	39,158	36,357
Change (2019-2040)	10,638	2,883	11,817
Percent Change (2019-2040)	7.9%	7.9%	48%
SCAG 2040 Harbor LA Projection	135,053	36,345	44,080

Source: City of Los Angeles, 2022;

Population

As shown in **Table 4.13-6, Harbor LA CPAs Proposed Plans Population**, SCAG RTP/SCS growth projections for the City of Los Angeles identify population increases from approximately 4,015,750 residents in 2019 to approximately 4,609,000 residents by 2040, resulting in a population increase of approximately 15 percent. Based on SCAG's forecast, the population in the Harbor LA CPAs is expected to increase from approximately 123,428 residents in 2019 to approximately 125,053 residents in 2040, resulting in an approximately 1 percent increase in population. The No Project (2040) would result in approximately 134,066 residents and the Proposed Plans' reasonably anticipated development (2040) is approximately 161,345 residents.

Table 4.13-6
Harbor LA CPAs Proposed Plans Population

Planning Area	2019 (Baseline)	2040 Proposed Plans	2040 No Project	2040 SCAG Projection	Percent Projected Increase (SCAG 2019-2040)
Citywide	4,015,750	N/A	N/A	4,609,000	15%
Harbor LA CPAs	123,428	161,345	134,066	125,053	1%

Source: City of Los Angeles, 2022;

Housing

As shown in **Table 4.13-7, SCAG Housing Projections**, the City had a housing supply of approximately 1,500,222 housing units in 2019 that, according to SCAG forecasts, is expected to increase to approximately 1,690,000 occupied housing units by 2040, resulting in an approximately 13 percent increase in the housing supply. The Harbor LA CPAs currently has approximately 36,275 housing units and is expected to increase to approximately 47,202 housing units by 2040 under the Proposed Plans. This would result in a 30.1 percent increase in the housing supply compared to the 0.2 percent increase estimate by the SCAG 2040 projection. Under the No Project, housing within the Harbor LA CPAs is expected to increase to approximately 39,158 housing units by 2040.

Table 4.13-7
SCAG Housing Projections

Planning Area	2019 (Baseline)	2040 Proposed Plans	2040 No Project	2040 SCAG Projection	Percent Projected Increase (SCAG 2019-2040)
Citywide	1,500,222	N/A	N/A	1,690,000	13%
Harbor LA CPAs	36,275	47,202	39,158	36,345	0.2%

Source: City of Los Angeles, 2022; California Department of Finance, 2020; SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

Employment

As shown in **Table 4.13-8, SCAG Employment Projections**, the City had approximately 2,069,881 jobs in 2019 and, according to SCAG forecasts, is expected to increase to approximately 2,169,000 jobs by 2040, resulting in a 4.8 percent increase of jobs in the City. The Harbor LA CPAs had approximately 24,540 jobs in 2019 and are expected to increase to approximately 62,339 jobs by 2040, resulting in a 154 percent increase in jobs within the CPAs compared to the 80 percent increase estimate by the SCAG 2040 projection. Under the No Project, jobs within the Harbor LA CPAs are expected to increase to approximately 36,357 jobs by 2040.

Table 4.13-8
SCAG Employment Projections

Planning Area	2019 (Baseline)	2040 Proposed Plans	2040 No Project	SCAG 2040 Projection	Percent Projected Increase (SCAG 2019-2040)
Citywide	2,069,881	N/A	N/A	2,169,000	4.8%
Harbor LA CPAs	24,540	62,339	36,357	44,080	80%

Source: City of Los Angeles, 2022; US Census, 2019. Available online at: https://data.census.gov/cedsci/table?t=Employment%3AEmployment%20and%20Labor%20Force%20Status&g=1600000US0644000&y=2019&tid=ACSST1Y2019.S2401; SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

As discussed in **Section 4.13.5, Methodology**, the reasonably anticipated development and associated growth in population, housing, and employment anticipated to occur with the Proposed Plans is based on assumptions about the level of development that can be reasonably expected to occur during the life of the Proposed Plans (through the horizon year 2040), given the Proposed Plans' land use designations, zoning module types, and policies and using the best professional judgment of City of Los Angeles planners. Past building data demonstrates that not all sites will be built to the maximum densities permitted by the Proposed Plans for a variety of reasons including economic conditions, market trends, financial lending practices, construction and land acquisition costs, physical site constraints, and other General Plan policies or regulations. For this reason, 100 percent development to maximum allowable densities and intensities is a theoretical scenario that is not analyzed, but rather a more realistic reasonable anticipated development is used to guide and analyze the potential environmental impacts of those changes.

Population and Housing Growth

As described in **Chapter 3.0, Project Description**, the Proposed Plans emphasize development along transit corridors consistent with City, and SCAG policy direction. The corridor-focused approach to concentrating new development is also consistent with State policy aimed at meeting housing needs while reducing vehicle trips and improving air quality. As a result, the Proposed Plans would better accommodate projected population and housing demand with the proposed land use and zoning changes. The City has discretion in how it allocates growth across the City to meet other objectives and has historically allocated more growth to certain plan areas than SCAG. This allocation is also consistent with SCAG's 2016-2040 RTP/SCS's goal of reducing Vehicle Miles Travelled (VMT) by accommodating a majority of new housing

and jobs in areas within half a mile of major transit stops or high-quality transit corridors, as well as SCAG's objective of generally directing future growth to High Quality Transit Areas (HQTAs).

While the Harbor LA CPAs are not as transit rich as other areas of the City, it provides good accessibility and opportunities to maximize transit options. The proposed changes would result in a pattern of land use that directs future growth in the Harbor LA CPAs to already urbanized areas where growth can be supported by existing transportation infrastructure and where different types of land uses can be intermingled to reduce the length and incidence of vehicle trips, in line with state mandates to achieve sustainability targets. Specifically, the areas surrounding the Harbor Gateway Transit Center and along major corridors such as Gardena Boulevard, Carson Boulevard, 190th Street, Pacific Coast Highway, and Avalon Boulevard are targeted for development. The intermingling or co-locating of different types of land uses reduces the length and incidence of vehicle trips by allowing people to trip chain, grouping two or more trip purposes into one single trip. Specifically, the Harbor LA CPAs include three Metro J (Silver) Line Stations and a network of other buses that anchor and support neighborhood-serving businesses and housing along these corridors. There are no plans for additional transit stations. Metro regularly reviews performance of its bus lines and updates service times and lines as needed. Therefore, the Metro J Line Busway and Local Lines in the Harbor LA CPAs could accommodate additional riders from the projected growth of the Proposed Plans.

While the Proposed Plans would accommodate more growth than forecast by SCAG, this growth would not be unplanned. As discussed above, the City has the discretion to refine its growth forecast based on the City's knowledge of each community plan area. The vision for the Harbor LA CPAs is consistent with statewide, regional and local goals to increase housing near transit and jobs. The proposed Harbor Gateway Plan would implement targeted zone changes resulting in increased development capacity such as height, floor area ratio or density in areas near the major transportation infrastructure, such as Harbor Gateway Transit Center, Gardena Boulevard, and the Metro J Line. Similarly, the proposed Wilmington-Harbor City Plan would implement new zone changes and increase development capacity in areas along major corridors, such as Carson Boulevard, 190th Street, Pacific Coast Highway, and Avalon Boulevard. As discussed in **Section 4.15, Transportation & Traffic**, implementation of the Proposed Plans would result in an overall increase in VMT per service population within the Harbor LA CPAs. The reason for this VMT impact is discussed in **Section 4.15**, but generally has to do with several factors including the CPAs prominent role in the movement of goods through the region, and the overall increase in employment within the CPAs. Further, the CPAs currently face land use constraints as result of existing superfund sites with contaminated soils within the CPAs, limiting CPAs' capabilities of accommodating additional housing on suitable land. As a result, these areas are targeted for increased employment opportunities, and will contribute to longer trips due to the dissociation of jobs, housing, and retail opportunities. It should

also be noted that although the Proposed Plan will result in increased VMT per service population, the Plans will implement many key strategies to reduce VMT and associated GHG emissions. These include energy efficiency and an emphasis on housing new transit (where appropriate). As a result, as discussed in **Section 4.7, Greenhouse Gas Emissions**, the Proposed Plans would be consistent with the goals of SB 375 and SCAG's RTP/SCS as they relate to overall population and growth patterns.

Employment Growth

As described in **Section 4.13.2, Existing Environmental Setting**, the Proposed Plans accommodate the employment forecast by SCAG for the Harbor LA CPAs, by increasing employment to 62,339 jobs. The projected increase in jobs resulting under the Proposed Plans would support new employment opportunities. The majority of the employment growth, housing production, and commercial amenities in the Harbor Gateway CPA are targeted for the industrial transition areas near 190th Street, Vermont Avenue, and 182nd Street as this area is called out as a "Regional Center" in the Proposed Plans. The new Regional Center designation would provide for an increase in jobs. Employment growth in Wilmington-Harbor City CPA is targeted for the industrial transition areas, such as the industrial strip located along the north side of Anaheim Street, the industrial area along the northern portion of Vermont Avenue and the area west of Avalon Boulevard generally from E Street to C Street.

The Proposed Plans generally direct growth to areas identified by SCAG as HQTA. Job growth in the area will be directed to the transit corridors and nodes in the Harbor LA CPAs, which are well served by public transportation – both high-frequency and local bus routes. The proximity of these jobs to transit will result in fewer vehicle trips as commuters travel to and from home to work daily. As shown in **Table 4.13-8**, SCAG's RTP/SCS forecast shows 44,000 jobs in the Harbor LA CPAs while the Proposed Plans anticipate significantly more jobs at 62,339. Further, implementation of the Proposed Plans are expected to increase jobs in the Harbor LA CPAs and would provide more job opportunities for residents in and surrounding the CPAs. While the Proposed Plans do anticipate more jobs than SCAG, such growth is not unplanned. The Proposed Plans would expand the development capacity of the Harbor LA CPAs in a manner consistent with SCAG projections, the General Plan Framework Element and the vision for the area. As such, implementation of the Proposed Plans would not cause unplanned employment growth in the Harbor LA CPAs.

Conclusion

The Proposed Plans would not introduce new infrastructure or the extension of roads, but instead would plan for growth in a sustainable manner by creating additional housing and employment opportunities in close proximity to transit. The Proposed Plans would not induce substantial unplanned growth in

population through employment-generating uses and would be consistent with State, regional, and local policies to locate new development close to transit. While reasonably anticipated development would exceed SCAG's forecasts for the Harbor LA CPAs, the overall development under the Proposed Plans would not induce population growth that exceeds the capacity of the existing infrastructure. Although the implementation of the Proposed Plans would result in an overall increase in VMT per service population within the Harbor LA CPAs, the Proposed Plans will implement many key strategies to reduce VMT and associated GHG emissions. Further, as discussed in Section 4.17 Utilities and Service Systems, the Harbor LA CPAs have sufficient infrastructure to accommodate the reasonably anticipated development and environmental impacts related to infrastructure would not occur. As a result, future development associated with the Proposed Plans would be consistent with SCAG's citywide growth projections, and with City, regional, and State policies for housing, economic development, and sustainability, as well as other adopted housing growth policies and would not exceed planned City growth. Therefore, impacts related to inducing substantial unplanned growth under the Proposed Plans would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.13-2 Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

This impact would be less than significant.

The Proposed Plans would allow for new development and redevelopment projects in the Harbor LA CPAs. The Proposed Plans do not require any existing housing to be demolished or reduced to be consistent with the Proposed Plans' land use designations and zoning. Moreover, no property owner would be required to redevelop a property. In effect, existing development on the ground could be maintained or become legal non-conforming. Primary future development would be subject to the Proposed Plans once it is effective. That said, the Harbor LA CPAs currently have approximately 36,275 housing units and are expected to increase to approximately 47,202 housing units by 2040. Reasonably anticipated development from the Proposed Plans is anticipated to result in redevelopment that would likely result in the displacement of some existing housing units and residents, including homeless residents, during

construction. However, the number of displaced units and residents and locations of any replacement housing, if needed, would be speculative.

The Proposed Plans aim to add to the inventory of housing stock through mixed-use development that permits a variety of housing types. However, in limited instances, the Proposed Plans could potentially cause a temporary reduction in housing stock as new buildings are built in place of older ones or as existing buildings are renovated or expanded. This can be the case if individual property owners choose to demolish an existing residential building and redevelop it to a more intense or dense development than existing currently. For example, an owner could decide to demolish an existing single-family house and build a four-plex on a parcel that allows for low-density multi-family residential housing. It would be speculative to attempt to identify which units and people, how many units and people might be displaced, and what the lag time, if any, might be. In addition, as discussed under **Impact 4.13-1** and further below, implementation of the Proposed Plans is projected to substantially increase the overall housing stock in the Harbor LA CPAs. Finally, the City has adopted a number of policies, including new policies in the Proposed Plans that are specifically aimed at providing affordable housing in association with new housing development and reducing homelessness. As such, the Proposed Plans would not necessitate the construction of replacement housing elsewhere.

Concerns about indirect displacement of people, including those with lower incomes, have been raised in the Harbor LA CPAs, other CPAs, and citywide. The rising cost of housing is currently a concern throughout the City, reflective of the shortage of housing in the City and the region as a whole. As population growth continues to outpace the production of housing units, the existing supply of housing is in higher demand which leads to higher rents/prices. Many renters are experiencing financial strain as average rents rise, and would-be homeowners watch as neighborhoods where home prices may have once been within their reach grow prohibitively expensive. This occurrence may result in displacement of renters and may result in the need for people that live in the Harbor LA CPAs to move outside the CPAs or potentially outside of the City. But there is no substantial evidence that there is a reasonable method to predict how many people may potentially be displaced in the Harbor LA CPAs over the Proposed Plans horizon, including from new investment through redevelopment allowed or sought by the Proposed Plans. Additionally, there is no industry standard methodology available to forecast transportation, air, noise, or other impacts associated with people who have moved out of the Harbor LA CPAs. The City has adopted several citywide responses to help relieve pressures on the housing supply (e.g., Affordable Housing Linkage Fee, Accessory Dwelling Units Ordinance, Unapproved Dwelling Unit Ordinance, TOC, etc.) and the State of California has recently passed several state laws to address the housing crisis. Recent state laws

such as AB 1482, also set forth requirements for landlords to have a "just cause" in order to terminate a tenancy and limits to annual rent increases.[33]

As discussed in the **Section 4.13.3, Regulatory Framework**, the City has adopted regulations and policies that require or incentivize the provision of affordable housing in new development projects that apply citywide. These policies include the Density Bonus Ordinance (LAMC Section 12.22 A.25) and affordable housing mandates included in Proposition JJJ. The Density Bonus Ordinance would incentivize the provision of affordable and/or senior housing units in new development projects by offering projects that provide these units additional floor area ratios. Proposition JJJ includes a measure requiring new development projects requesting a zone change or general plan amendment in the City to designate a certain percentage of condos and apartments in new residential buildings for low-income tenants. Per the AHLF Ordinance, certain new market-rate residential and commercial developments are required to pay a fee that goes towards funding affordable housing.

Further, the Proposed Plans includes affordable housing incentives through community benefit systems. This program will allow developers to provide specific community benefits in return for access to above-baseline density and other property development standards. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 12 of the LAMC Chapter 1A. Development exceeding development rights may be permitted by producing a range of public benefits including affordable housing.

As properties are redeveloped in the Harbor LA CPAs, there could be temporary displacement of housing units due to the separation of time between removal and replacement of housing. Recent state laws such as SB330 and SB8 also require a right of first refusal for existing tenants, when units are demolished for construction of a new housing project. The City's Rent Stabilization Ordinance (RSO) would cap increases in rental rates for the dwelling units built on or before October 1, 1978, as well as replacement units under LAMC Section 151.28, so that residents of these units in the Harbor LA CPAs would not be displaced if increased development and improvements to the Harbor LA CPAs raise property values. Furthermore, the Proposed Plans includes policies and programs aimed at reducing displacement of people and housing such as Government Code Section 65863 – No Net Loss Law, which would explore the creation of a program to minimize displacement through preservation of affordable housing or production of new affordable housing.[34] This impact would be temporary, is expected to be spread over the timeframe of the

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33 City of Los Angeles, Housing Department, "AB 1482 – State Rent Control," available at: https://housing.lacity.org/residents/ab-1482, accessed December 9, 2022.

34 California Department of Housing and Community Development, *No Net Loss Law – Government Code Section 65863*, October 2, 2019, available online at: https://www.hcd.ca.gov/community-development/housing-element/housing-element-memos/docs/sb-166-final.pdf, accessed on May 24, 2022.

Proposed Plans and would be offset by overall increases in housing development under the Proposed Plans.

The Proposed Plans are specifically aimed at accommodating current and anticipated housing demand as well as changing demographics in the Harbor LA CPAs. Although the number of existing units (including affordable units) that might be displaced by future development cannot be predicted with any degree of certainty, the Proposed Plans would increase the overall availability of housing in the Harbor LA CPAs by 29 percent (10,613 units) and includes policies to support the provision of housing to meet a range of economic and social needs. To that end, it would implement relevant City and regional housing policies as well as those of the RTP/SCS. Future development projects in the Harbor LA CPAs would also be incentivized or required to provide affordable units. Moreover, the displacement of housing units that is likely to occur due to the time lag between demolished units and construction of new units would be temporary and would be offset by the overall net increase in housing under the Proposed Plans. Therefore, the Proposed Plans are not anticipated to result in the net loss or displacement of housing, necessitating the construction of replacement housing elsewhere. The impact would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.13.7 CUMULATIVE IMPACTS

The cumulative context for population, housing, and employment growth is within the City of Los Angeles and surrounding jurisdictions. The City of Los Angeles, and Harbor LA CPAs in particular, are substantially built-out and most future development in the City is anticipated to occur as infill on vacant or underutilized parcels. Future projects under the Proposed Plans would be developed consistent with the planned growth in the General Plan.

Population, Housing, and Employment Growth

Implementation of the Proposed Plans would be anticipated to result in an increase in population, housing, and employment growth. As analyzed in the tables above, growth between 2019 to 2040 within the Harbor LA CPAs would represent approximately 31 percent of citywide population growth, 20 percent of citywide housing growth, and 19.6 percent of job growth.

The Proposed Plans are intended to accommodate City population, housing, and employment growth projected by SCAG for the year 2040 by allowing for more development in certain locations as previously discussed, particularly in proximity to transit, which would increase housing opportunities. This program will allow developers to provide specific community benefits in return for access to above-baseline density and other property development standards. Maximum FAR and height may be achieved through participation in the various incentive systems described in Article 12 of the LAMC Chapter 1A. Projects exceeding development rights may be permitted by producing a range of public benefits including affordable housing. Refinements to zoning regulations are proposed along both transit nodes and corridors to enable more opportunities for mixed income and affordable housing developments within walking distance of transit and commercial uses. The Harbor LA CPAs are urbanized area with existing infrastructure in place (See **Section 4.17**, **Utilities and Service Systems**), as demonstrated in **Section 4.17**, the addition of the reasonably anticipated development would not result in significant impacts to the existing infrastructure thereby requiring new or expanded infrastructure. The Proposed Plan's projected 2040 population growth is anticipated to occur mainly in the form of infill development or redevelopment which can be accommodated. Therefore, there would be no basis to find that the Proposed Plans would contribute to inducing unplanned growth to the City or to the SCAG region.

Displacement of Housing and People

As discussed above, the Proposed Plans do not propose the demolition, conversion to market rate, or removal of any existing residential units. The Proposed Plans are expected to result in a net increase of housing over existing conditions and would allow a diversity of housing types. Therefore, it is not expected to result in permanent displacement of housing and people. Implementation of the Proposed Plans would primarily increase residential development compared to existing housing. The Proposed Plans could potentially result in some temporary displacement of housing units and people due to the separation of time between removal and replacement of housing. This temporary displacement would be relatively minor spread over the timeframe for implementation of the Proposed Plans and would be offset by increases in housing implemented as part of the Proposed Plans. Therefore, such temporary impacts would not add to other impacts resulting from redevelopment of sites outside the Harbor LA CPAs.

Based on the information above, the cumulative impact of the Proposed Plans would be ***less than significant*** and would not be cumulatively considerable.

4.13.8 REFERENCES

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4.14 PUBLIC SERVICES & RECREATION

INTRODUCTION

This section provides an overview of public services, including recreation, provided in the Harbor Gateway Community Plan Area and the Wilmington-Harbor City Community Plan Area, collectively identified as the Harbor LA Community Plans Areas (CPAs), and evaluates potential impacts resulting from the Harbor LA Community Plans Update hereinafter, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans." Topics addressed in this section include fire protection and emergency services (**Section 4.14.1**), police protection services (**Section 4.14.2**), public schools (**Section 4.14.3**), libraries (**Section 4.14.5**), and parks and recreation (**Section 4.14.5**).

The impacts of the Proposed Plans to public services and recreation are based on the adequacy of existing and planned facilities and personnel to meet additional demand incurred from the Proposed Plans.

4.14.1 FIRE PROTECTION AND EMERGENCY SERVICES

4.14.1.1 Existing Environmental Setting

Fire prevention, protection, and emergency medical services within the Harbor LA CPAs are provided by the Los Angeles Fire Department (LAFD). LAFD is a full-spectrum life safety agency that provides essential emergency and non-emergency services throughout the 469-square mile jurisdiction within the City.[1] LAFD consists of 3,435 uniformed fire personnel that provide fire prevention, firefighting, emergency medical care, technical rescue, hazardous materials mitigation, disaster response, public education, and community service.[2] LAFD also consists of 381 civilian support staff that provides technical and administrative support to the LAFD. A total of 1,018 uniformed firefighters, in addition to 270 firefighter/paramedics are on active-duty citywide serving at 114 neighborhood fire stations.[3] In January 2015, the LAFD service areas were re-structured into four geographic bureaus that align with the Los Angeles Police Department (LAPD) geographic boundaries: Central, Valley, West, and South Bureaus. With this updated approach, the LAFD, LAPD, and the City's Emergency Management Department have developed a more unified effort to respond to emergencies. Each designated Bureau Commander is responsible for all LAFD activities in the respective bureaus. In addition, the LAFD has implemented a new emergency medical dispatch card system, known as the Tiered Dispatch System, to reduce call-processing

1 LAFD, "Our Mission," available online at: http://www.lafd.org/about/about-lafd/our-mission, accessed September 6, 2022.

2 LAFD, "Our Mission," available online at: http://www.lafd.org/about/about-lafd/our-mission, accessed September 6, 2022.

3 LAFD, "Our Mission," available online at: http://www.lafd.org/about/about-lafd/our-mission, September 6, 2022.

times; and the LAFD Automatic Vehicle Location System, to ensure the nearest emergency resource is dispatched during calls.[4]

The Harbor LA CPAs are located within the LAFD South Bureau service area, which encompasses the southern portions of Los Angeles and includes Battalions 6, 13, and 18. As presented in **Table 4.14-1** and shown in **Figure 4.14-1**, **LAFD Fire Stations Serving the Harbor LA CPAs,** the CPAs are located within the Battalion 6 service area and is served by Fire Stations 38, 49, 79, and 85.[5][6] Emergency Medical Services (EMS) is provided to the Harbor LA CPAs through the Bureau of Emergency Medical Services and is dispatched from the same fire stations.

Table 4.14-1
LAFD Fire Stations Serving the Harbor LA CPAs

Fire Station	Address	LAFD Community	Average Response Times (mins)[1,2]		Staffing	Service and Equipment
			Non-EMS	EMS		
38	124 East "I" Street Los Angeles, CA 90248	Wilmington	6:37	6:32	12	Basic Light Support; Paramedic Assessment Engine; Paramedic Rescue Ambulance
49	400 Yacht Street, Berth 194 Los Angeles, CA 90012	East Harbor Basin	7:33	8:01	14	Paramedic Assessment Engine; Boats
79	18030 S. Vermont Avenue Los Angeles, CA 90021	Harbor Gateway	7:06	7:38	6	Paramedic Assessment Engine; Paramedic Rescue Ambulance
85	1331 West 253rd St Los Angeles, CA 90023	Harbor City	6:24	6:44	12	Paramedic Assessment Light Force; Paramedic Rescue Ambulance; Urban Search and Rescue; Ready Reserve Rescue ambulance

Source: City of Los Angeles Fire Department, FireStatLA, www.lafd.org, County of Los Angeles Fire Department, 2019 Statistical Summary.
[1] District Response Metrics for January-December 2019.
[2] Non-EMS = fire and other services; EMS = Emergency Medical Services

Service Performance Measures. The LAFD has response time goals consistent with the National Fire Protection Association (NFPA). NFPA 1710, Standard for the Organization and Deployment of Fire

4 LAFD, "Find Your Station," available online at: https://www.lafd.org/fire-stations/station-results, accessed September 6, 2022.

5 City of Los Angeles Community Emergency Response Team, "LAFD Battalion Map," available online at: https://www.cert-la.com/downloads/battalions/LAFD-Battalion-map.pdf, accessed September 7, 2022.

6 Los Angeles Fire Department, "Find Your Station," available online at: https://www.lafd.org/fire-stations/station-results, accessed September 6, 2022.

Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, establishes criteria that provide context for fire departments to evaluate their response times. According to NFPA 1710 criteria, call processing time should be 64 seconds or less for 90 percent of calls, or 106 seconds or less for 95 percent of calls; turnout time should be 80 seconds or less for fire incidents, and 60 seconds or less for EMS incidents; the first engine should arrive on scene within four minutes; and the second company should arrive on scene within six minutes.

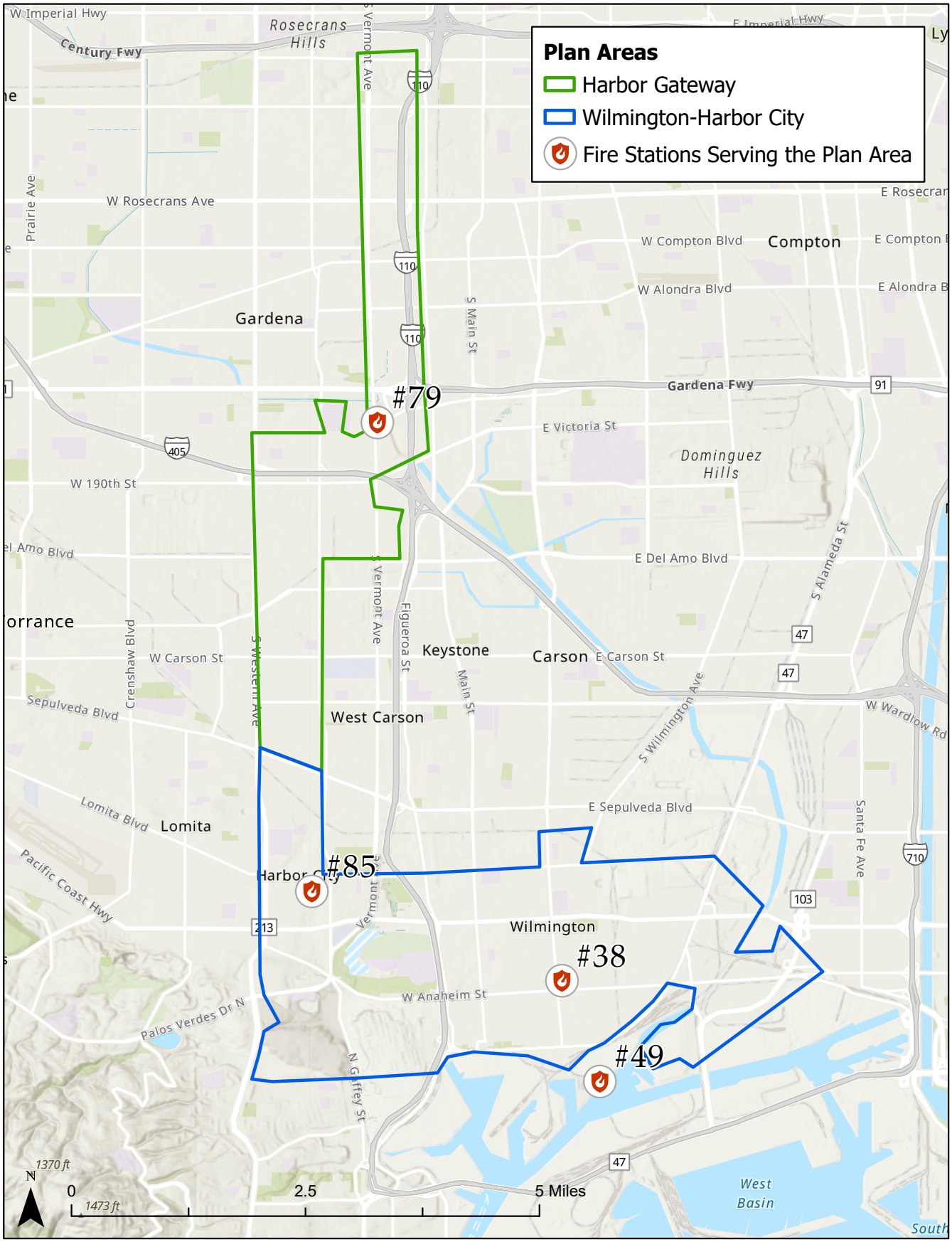
Although NFPA 1710 provides essential benchmarks, fire departments often measure performance in terms of total response time, which is composed of call processing time, turnout time, and travel time.[7] Based on citywide response metrics from January through April 2022, the average LAFD call processing time was 64 seconds, the average turnout time was 55 seconds for both non-EMS and EMS incidents, and the average travel time was four minutes and 52 seconds for non-EMS incidents and five minutes and 24 seconds for EMS incidents. According to response metrics, the average operational response time is five minutes and 24 seconds for structural fire incidents, six minutes and 18 seconds for critical advanced life support (ALS) incidents, six minutes and 47 seconds for non-EMS incidents, and seven minutes and 11 seconds for EMS incidents.[8]

LAFD's services continue to be based on the community's needs, as determined by on-going evaluations that consider the number of calls and other factors. These evaluations are used to determine the need for reallocation of existing equipment or personnel and/or the acquisition of new equipment, personnel, or new stations. As development occurs, the LAFD reviews EIRs and subdivision applications for needed facilities. Where appropriate, construction of new facilities is required as a condition of development for individual projects.

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7 Lexipol, "Understanding and Measuring Fire Department Response Times," available online at: https://www.lexipol.com/resources/blog/understanding-and-measuring-fire-department-response-times/#:~:text=Although%20NFPA%201710%20provides%20essential,scene%20of%20the%20emergency%20incident, accessed: September 6, 2022.

8 LAFD, FireStatLA, available online at: https://www.lafd.org/fsla/stations-map, accessed September 6, 2022.



SOURCE: Esri, 2022

FIGURE **4.14-1**

IMPACT SCIENCES

LAFD Fire Stations Serving the Harbor LA Community Plan Areas

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Fire Flow and Response Distance. The adequacy of fire protection for a given area is based on required fire flow, response distance from existing fire stations, and the LAFD's judgment for needs in the area. Personnel and equipment needs for individual fire stations are determined based on the LAFD's review of the number of incidents within a station's service area. As the number of incidents increases, the LAFD assigns new staff and equipment as necessary to maintain acceptable service ratios and response times.

The fire flow (measured in gallons per minute from the local water system) necessary to contain a fire depends on the existing land use or combination of land uses and the density of the area being served. Consequently, the amount of water necessary for fire protection depends on various factors, including the type of development, risk of life, occupancy, and the level or intensity of a fire hazard. Response distance relates directly to the linear travel distance (i.e., miles between a station and a site) and the LAFD's ability to successfully navigate through an area's circulation system. The Fire Code specifies maximum response distances allowed between specific locations and engine/truck companies based upon land use and fire flow requirements, as shown in **Table 4.14-2, Fire Flow and Response Distance Requirements**.

Table 4.14-2
Fire Flow and Response Distance Requirements

Land Use	Required Fire-Flow	Maximum Response Distance to LAFD Fire Station[1]	
		Engine Company[2]	Truck Company[2]
Residential			
Low Density Residential	2,000 gpm from three adjacent hydrants flowing simultaneously	1.5 miles	1.5 miles
High Density Residential and Commercial Neighborhood	4,000 gpm from four adjacent hydrants flowing simultaneously	1.5 miles	1.5 miles
Commercial and Industrial			
Industrial and Commercial	6,000 to 9,000 gpm from four hydrants flowing simultaneously	1.0 mile	1.5 miles
High Density Industrial and Commercial or Industrial (Principal Business Districts or Centers)	12,000 gpm available to any block (where local conditions indicate that consideration must be given to simultaneous fires, an additional 2,000 to 8,000 gpm will be required)	0.75 miles	1.0 mile

Source: Los Angeles Municipal Code, Chapter V – Public Safety and Protection, Article 7 – Fire Protection and Prevention (Fire Code), Section 57.09.06, Table 9-C. URL: https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-346894. Accessed: June 2022
Note: gpm = gallons per minute
[1] *The maximum response distance to LAFD fire stations pertains to areas outside the boundaries covered by the Hillside Ordinance (Ordinance Number 168,159). When a portion of any subdivision, as that term is defined in Section 17.02 of the Los Angeles Municipal Code, falls outside of the one and one-half mile distance requirement, automatic fire sprinklers will not be required in that portion whenever a review by the Chief has determined that no unacceptable increase in hazard to the public will result.*
[2] *The maximum response distances for both LAFD fire suppression companies (engine and truck) must be satisfied.*

When response distances exceed these requirements, plans for all new structures must be reviewed and various fire suppression equipment (e.g., automatic fire sprinkler systems, fire signaling systems, fire extinguishers, smoke removal systems, and any other fire protection devices) as deemed necessary by the Fire Chief are required to be incorporated in the plans prior to the approval of an occupancy permit. In addition to fire flow requirements, the LAFD requires different types of fire hydrants within a specified distance to deliver the required fire flow, which are shown in **Table 4.14-3, Land Use and Required Fire Flow**.

Table 4.14-3
Land Use and Required Fire Flow

Type of Land Development	Net Land Area Served Per Hydrant	Distance Between Hydrants on Roads and Fire Lanes	Type of Hydrant
Low-Density Residential	150,000 sq. ft.	600 ft.	2 1/2" x 4" Double Fire Hydrant
High-Density Residential & Neighborhood Commercial	100,000 sq. ft.	300-450 ft.	2 1/2" x 4" Double Fire Hydrant
Industrial & Commercial	80,000 sq. ft.	300 ft.	2 ½" x 4" Double Fire Hydrant or 4" x 4" Double Fire Hydrant
High-Density Industrial & Commercial	40,000 sq. ft.	300 ft.	4" x 4" Double Fire Hydrant

Source: City of Los Angeles Municipal Code, Chapter V – Public Safety and Protection, Article 7 – Fire Protection and Prevention (Fire Code), Section 57.507.3.2 and described in Table 57.507.3.2. URL: https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-346894. Accessed: September 2022.

[1] This figure will be systematically reduced where greater fire- flow is required due to restricted access, depth of lots, length of blocks, or additional hazards.

Response time relates to the physical linear travel distance (i.e., the number of miles between a fire station and a specific location) and the LAFD's ability to successfully navigate the given roadway network. Roadway congestion, intersection level of service (LOS), weather conditions, and construction traffic along the response route can affect the response distance in terms of travel time. Generally, multi-lane arterial roadways allow the emergency vehicles to travel at higher rates of speed and permit other traffic to maneuver out of the path of the emergency vehicle. Additionally, the LAFD in collaboration with the Los Angeles Department of Transportation (LADOT) has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City. The City of Los Angeles has over 205 miles of major arterial routes that are equipped with FPS.[9]

9 LAFD, *Training Bulletin: Traffic Signal Preemption System for Emergency Vehicles, Bulletin No. 133*, October 2008.

The average Citywide LAFD response time in 2019 for non-emergency medical services (EMS) events was six minutes and 23 seconds.[10] The 2019 Citywide LAFD response time for EMS events was six minutes 39 seconds. The average response times for non-EMS and EMS events for the fire stations that serve the Harbor LA CPAs are higher than Citywide average; with an average response time ranging from six minutes 24 seconds to 7 minutes and 33 seconds for Non-EMS calls and six minutes 32 seconds to 8 minutes and one second for EMS calls as provided in **Table 4.14-4, LAFD Fire Station Incident EMS Response Data Year 2019**.

Table 4.14-4
LAFD Fire Station Incident EMS Response Data Year 2019[1]

Fire Station No.	Average Response Times[2,3]		Incident Count		
	Non-EMS	EMS	Non-EMS	EMS	Total Incidents
Citywide[4]	6:23	6:39	65,008	333,973	398,981
38	6:37	6:32	734	3,929	4,663
49	7:33	8:01	91	186	277
79	7:06	7:38	515	2,280	2,795
85	6:24	6:44	460	2,879	3,339

Source: City of Los Angeles Fire Department, FireStatLA, www.lafd.org, County of Los Angeles Fire Department, 2019 Statistical Summary.
[1] *District Response Metrics for January-December 2019.*
[2] *Non-EMS = fire and other services; EMS = Emergency Medical Services*
[3] *Average Travel Time in District, January – December 2019*
[4] *The Citywide incident count is the sum of the incident counts is the sum of the LAFD fire station counts, January – December 2019*

4.14.1.2 Regulatory Framework

Public Services – Fire Protection

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Fire Protection Services at the federal, state, and local levels. As described below, these plans, guidelines, and laws include the following:

- Federal Emergency Management Act (FEMA)
- Disaster Mitigation Act of 2000
- Occupational Safety and Health Administration (OSHA)
- California Constitution Article XIII Section 35
- California Building and Fire Code

10 LAFD, *Fire Stat LA*, July 2021, available online at: https://www.lafd.org/fsla/stations-map#, accessed on September 6, 2022.

- California Governor's Office of Emergency Services (Cal OES)
- California Fire Service and Rescue Emergency Aid System
- California Vehicle Code
- City of Los Angeles Charter
- City of Los Angeles General Plan Framework Element
- City of Los Angeles General Plan Safety Element
- Los Angeles Municipal Code (LAMC)
- Los Angeles Fire Department Strategic Plan
- Propositions F and Q
- Measure J

Federal

Federal Emergency Management Act (FEMA). FEMA was established in 1979 via executive order and is an independent agency of the federal government. In March 2003, FEMA became part of the U.S. Department of Homeland Security with the mission to lead the effort in preparing the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Disaster Mitigation Act of 2000. Disaster Mitigation Act (42 United States Code [U.S.C.] Section 5121) provides the legal basis for FEMA mitigation planning requirements for state, local, and Indian Tribal governments as a condition of mitigation grant assistance. It amends the Robert T. Stafford Disaster Relief Act of 1988 (42 U.S.C. Section 5121-5207) by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need and creates incentives for state, tribal, and local agencies to closely coordinate mitigation planning and implementation efforts. This Act reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and the streamlining of the administration of federal disaster relief and programs to promote mitigation activities. Some of the major provisions of this Act include:

- Funding pre-disaster mitigation activities
- Developing experimental multi-hazard maps to better understand risk
- Establishing state and local government infrastructure mitigation planning requirements
- Defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP)

- Adjusting ways in which management costs for projects are funded

The mitigation planning provisions outlined in Section 322 of this Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

Occupational Safety and Health Administration. The Federal Occupational Safety and Health Administrations (OSHA) as well as California OSHA (Cal-OSHA) enforce the provisions of the federal and state Occupational Safety and Health Acts, respectively, which collectively require safety and health regulations for construction under Part 1926 of Title 29 Code of Federal Regulations (CFR). The fire-related requirements of the Federal Occupational Safety and Health Act are specifically contained in Subpart F, Fire Protection and Prevention, of Part 1926. Examples of general requirements related to fire protection and prevention include maintaining fire suppression equipment specific to construction on-site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; properly operating the on-site fire-fighting equipment; and keeping storage sites free from accumulation of unnecessary combustible materials.

Federal Fire Safety Act (FFSA). The FFSA of 1992 is different from other laws affecting fire safety as the law applies to federal operations, and there is no requirement for local action unless a private building owner leases space to the federal government. The FFSA requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government that houses at least 25 federal employees during their employment.

State

California Constitution Article XIII Section 35. Section 35 of Article XIII of the California Constitution at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directs the proceeds of a 0.50-percent sales tax to be expended exclusively on local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 mandates that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, the City is required to use Proposition 172 to

supplement its local funds used on fire protection services, as well as other public safety services. In *City of Hayward v. Trustee of California State University* (2015), the court found under Section 35 that, cities have "a constitutional obligation to provide adequate fire protection services."

California Building and Fire Code. The California Building Code (California Code of Regulations [CCR], Title 24, Part 2) is a compilation of building standards, including general fire safety standards for new buildings, which are presented with more detail in the California Fire Code (CCR Title 24, Part 9). California Building Code standards are based on building standards that have been adopted by state agencies without change from a national model code; building standards based on a national model code that have been changed to address particular California conditions; and building standards authorized by the California legislature but not covered by the national model code. The 2019 edition of the California Building Code became effective on January 1, 2020.[11] The building standards in the California Building Code apply to all locations in California, except where more stringent standards have been adopted by state agencies and local governing bodies. Typical fire safety requirements of the California Fire Code include: the installation of fire sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures within wildfire hazard areas. Specific California Fire Code fire safety regulations have been incorporated by reference in the Los Angeles Municipal Code (LAMC) with local amendments, as discussed below.[12]

California Governor's Office of Emergency Services (Cal OES). In 2009, the State of California passed legislation creating the Cal OES and authorized it to prepare a Standard Emergency Management System (SEMS) program (Gov. Code Section 8607; Title 19 CCR Section 2401 et seq.), which sets forth measures by which a jurisdiction should handle emergency disasters. In California, SEMS provides the mechanism by which local government requests assistance. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. Cal OES coordinates the state's preparation for, prevention of, and response to major disasters, such as fires, floods, earthquakes and terrorist attacks. During an emergency, Cal OES serves as the lead state agency for emergency management in the state. It also serves as the lead agency for mobilizing the state's resources and obtaining federal resources. Cal OES coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from

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11 State of California Building Code (CCR, Title 24, Part 2).

12 Los Angeles Fire Department, *Mutual Aid Agreements/Disaster Declarations/Potential Fiscal Impacts*, July 3, 2014, available online: https://www.lafd.org/sites/default/files/pdf_files/lafdlafdreport186489186_07312014.pdf, accessed September 6, 2022.

neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system (see discussion of Mutual Aid Agreements, below). California Emergency Management Agency (Cal-EMA) maintains oversight of the state's mutual aid system.

California Fire Service and Rescue Emergency Aid System. The LAFD participates in the California Fire Service and Rescue Emergency Mutual Aid System through which the California Governor's Office of Emergency Service (OES), Fire and Rescue Division is responsible for the development, implementation and coordination of the California Fire Service and Rescue Emergency Mutual Aid Plan (Mutual Aid Plan).[13] The Mutual Aid Plan outlines procedures for establishing mutual aid agreements at the local, operational, regional, and State levels, and divides the State into six mutual aid regions to facilitate the coordination of mutual aid. The LAFD is located in Region I. Through the Mutual Aid Plan, the OES is informed of conditions in each geographic and organizational area of the state, and the occurrence or imminent threat of disaster. All OES Mutual Aid Plan participants monitor a dedicated radio frequency for fire events that are beyond the capabilities of the responding fire department and provide aid in accordance with the management direction of the OES.[14]

California Vehicle Code. Section 21806 of the California Vehicle Code (CVC) pertains to emergency vehicles responding to Code 3 incidents/calls. This section of the CVC states the following:

> *Upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet to the front of the vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following: (a) (1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed. (2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety. (b) The operator of every street car shall immediately stop the street car, clear of any intersection, and remain stopped until the authorized emergency vehicle has passed. (c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed.*

Title 8 California Code of Regulations (CCR) Sections 1270 and 6773. In accordance with CCR, Title 8 Section 1270, "Fire Prevention," and Section 6773, "Fire Protection and Fire Equipment," the Cal-OSHA

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13 State of California Governor's Office of Emergency Services, "Fire and Rescue," available online: https://www.caloes.ca.gov/office-of-the-director/operations/response-operations/fire-rescue/, accessed September 6, 2022.

14 Los Angeles Fire Department, *Mutual Aid Agreements/Disaster Declarations/Potential Fiscal Impacts*, July 3, 2014, available online: https://www.lafd.org/sites/default/files/pdf_files/lafdlafdreport186489186_07312014.pdf, accessed September 6, 2022.

establishes minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

California Health and Safety Code Section 13100-13135. California Health Safety Code Section 13100-13135 codifies regulations known as the "Regulations of the State Fire Marshal" and constitutes the Basic Building Design and Construction Standards of the State Fire Marshall. The regulations establish minimum standards for the preservation and protection of life and property against fire, explosion, and panic through requirements for fire protection and notification systems, fire protection devices, and fire suppression training.

Mutual Aid Agreements (EMMA System). Cal OES developed the Emergency Managed Mutual Aid (EMMA) System in response to the 1994 Northridge Earthquake. The EMMA System coordinates emergency response and recovery efforts along the coastal, inland, and southern regions of California. The purpose of EMMA is to provide emergency management personnel and technical specialist to afflicted jurisdictions in support of disaster operations during emergency events. Objectives of the EMMA Plan is to provide a system to coordinate and mobilize assigned personnel, formal requests, assignment, training and demobilization of assigned personnel; establish structure to maintain the EMMA Plan and its procedures; provide the coordination of training for EMMA resources, including SEMS training, coursework, exercises, and disaster response procedures; and to promote professionalism in emergency management and response. The EMMA Plan was updated in November 2012 and supersedes the 1997 EMMA Plan and November 2001 EMMA Guidance.

Local

City of Los Angeles Charter. Section 520 of the Los Angeles City Charter states that the LAFD's duty is to control and extinguish injurious or dangerous fires and to remove that which is liable to cause those fires. It also requires the LAFD to enforce all ordinances and laws relating to the prevention or spread of fires, fire control, and fire hazards within the City, as well as to conduct fire investigations and protect lives and property in case of disaster or public calamity.

City of Los Angeles General Plan Framework Element. The City of Los Angeles General Plan Framework Element (Framework Element), adopted in December 1996 and readopted in August 2001, sets forth general guidance regarding land use issues for the entire City of Los Angeles and defines citywide policies regarding land use, including infrastructure and public services. Goal 9J of the Infrastructure and Public

Services Chapter of the Framework Element specifies that every neighborhood should have the necessary level of fire protection service, emergency medical service, and infrastructure.[15]

Objective 9.16 calls for the demand for existing and projected fire facilities and service be monitored and forecasted. Objective 9.17 calls for all areas of the City have the highest level of fire protection and emergency medical service, at the lowest possible cost, to meet existing and future demand. Objective 9.18 calls for the development of new fire facilities be phased with growth. Further, Objective 9.19 calls for the maintenance of the LAFD's ability to assure public safety in emergency situations. Under the Framework Element, the City goal for response distance for emergency medical response and the distance of fire stations for engine companies from neighborhood land uses is 1.5 miles.[16] This is consistent with the specifications for response distances within the LAMC, discussed above.

Table 4.14-5
Relevant General Plan Fire Protection Goals, Objectives, and Policies

Framework Element – Infrastructure and Public Services	
Goal 9J	Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure.
Objective 9.16	Monitor and forecast demand for existing and projected fire facilities and service.
Policy 9.16.1	Collect appropriate fire and population development statistics for the purpose of evaluating fire service needs based on existing and future conditions.
Objective 9.17	Assure that all areas of the City have the highest level of fire protection and EMS, at the lowest possible cost, to meet existing and future demand.
Policy 9.17.2	Identify areas of the City with deficient fire facilities and/or service and prioritize the order in which these areas should be upgraded based on established fire protection standards.
Policy 9.17.4	Consider the Fire Department's concerns and, where feasible adhere to them, regarding the quality of the area's fire protection and emergency medical services when developing General Plan amendments and zone changes or considering discretionary land use permits.
Objective 9.19	Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations.
Policy 9.19.1	Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.
Policy 9.19.3	Maintain the continued involvement of the Fire Department in the preparation of contingency plans for emergencies and disasters.

City of Los Angeles General Plan Safety Element. The City of Los Angeles General Plan Safety Element (Safety Element), previously adopted on November 26, 1996, includes policies related to the City's response to hazards and natural disasters, including fires. The updated Safety Element was adopted by the City

15 City of Los Angeles. *General Plan Framework Element*, Chapter 9: Infrastructure and Public Services.

16 City of Los Angeles. *General Plan Framework Element*, Chapter 9: Infrastructure and Public Services, Status of Infrastructure System/Facilities, Fire.

Council on November 24, 2021. In particular, the Safety Element sets forth goals, objectives and policies related to requirements, procedures, and standards to facilitate effective fire suppression and emergency response capabilities. In addition, the City's Safety Element designates disaster routes.

Table 4.14-6
Relevant General Plan Fire Protection Goals, Objectives, and Policies
Safety Element

Goal 2	A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs.
Objective 2.1	Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City's comprehensive hazard mitigation and recovery plans and programs.
Policy 2.1.5	Response. Develop, implement and continue to improve the City's ability to respond to emergency events. Participate in regularly scheduled disaster exercises to better prepare Police, Fire, Public Works and other City employees with disaster responsibilities.
Policy 2.1.6	Standards/Fire. Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression and safety. A. Enforce peak water supply requirements. B. Enforce minimum roadway widths and clearances for evacuation and fire suppression. C. Maintain special fire-fighting units at the Port of Los Angeles, Los Angeles International Airport, and Van Nuys Municipal Airport capable of responding to special emergencies unique to the operations of those facilities. D. Coordinate with CALFIRE, local fire agencies, fire safe councils, private landowners, and other responsible agencies to identify the best method(s) of fuel modification to reduce the severity of future wildfires, including: Prescribed fire; Forest thinning; Grazing; Mechanical clearing; Hand clearing (piling, burning/chipping); Education; and Defensible space. E. Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.
Goal 3	A city where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster.
Objective 3.1	Develop and implement comprehensive disaster recovery plans which are integrated with each other and with the City's comprehensive hazard mitigation and emergency response plans and programs.
Policy 3.1.1	Coordination. Coordinate between city departments, county and state agencies, local jurisdictions and with appropriate private and public entities prior to a disaster to plan and establish disaster recovery programs and procedures which will enable cooperative ventures, reduce potential conflicts, minimize duplication and maximize the available funds and resources to the greatest mutual benefit following a disaster.

Source: City of Los Angeles Safety Element, 2021

Los Angeles Municipal Code. The Los Angeles Fire Code (LAMC Chapter V, Article 7) incorporates by reference portions of the California Fire Code and the International Fire Code. The City's Fire Code sets forth regulatory requirements pertaining to the prevention of fires; the investigation of fires and life safety hazards; the elimination of fire and life safety hazards in any building or structure (including buildings under construction); the maintenance of fire protection equipment and systems; and the storage, use, and

handling of hazardous materials. Specific regulations regarding fire prevention and protection are discussed below.

Section 57.106.5.2 provides that the Fire Chief shall have the authority to require drawings, plans, or sketches as may be necessary to identify: (1) occupancy access points; (2) devices and systems; (3) utility controls; (4) stairwells; and (5) hazardous materials/waste.

Section 57.107.6 requires that the installation, alteration, and major repair of the following be performed pursuant to a permit issued by the Department of Building and Safety: Fire Department communication systems, building communication systems, automatic elevators, heliports, emergency power systems, fire escapes, private fire hydrants, fire assemblies, fire protective signaling systems, pilot lights and warning lights for heat-producing equipment, refrigerant discharge systems, smoke detectors, emergency smoke control systems, automatic sprinkler systems, standpipe systems, and gas detection systems.

Section 57.118 establishes LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects.

Section 57.118.1.1 requires that all new high-rise buildings greater than 75 feet in height (measured from the lowest point with fire access) must include fire/life safety reviews by the Department of Building and Safety and LAFD.

Section 57.408 requires the preparation of an Emergency Plan that establishes dedicated personnel and emergency procedures to assist the LAFD during an emergency incident and establishes a drill procedure to prepare for emergency incidents. The Emergency Plan would also establish an on-site emergency assistance center and establish procedures to be followed during an emergency incident. The Emergency Plan must be submitted to the LAFD for approval prior to implementation and must be submitted annually (and revised if required by the LAFD).

Section 57.4704.4.3.1 of the LAMC requires that the Smoke detectors required by Chapter 9 of the LAMC (Building Code) be maintained in dependable operating condition and tested every six months or as required by the Fire Chief. An accurate record of such tests must be kept by the owner, manager, or person in charge of the property, and such records must be open to examination by the Fire Chief.

Section 57.4705.1.6 requires there must be at least one elevator which shall be available for fire EMS and shall have its controls designed so that key switches located in the building control station/fire command center will recall said elevator or elevators to the designated main floors.

Section 57.4705.4 requires high-rise buildings (i.e., those over 120 feet tall) to have a rooftop emergency helicopter landing facility in a location approved by the Chief.

Section 57.4705.1.6 requires at least one elevator in each bank of elevators to be available for fire emergency service and to have its controls designed so that key switches located in the building control station/fire command center will recall said elevator or elevators to the designated main floor. The elevator or elevators must be interconnected with the building's standby power supply (i.e., an emergency generator).

Section 57.503.1.4 requires an approved, posted fire lane whenever any portion of an exterior wall is more than 150 feet from the edge of a roadway.

Section 57.507.3.1 establishes fire water flow standards, which vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas, with a minimum residual water pressure of 20 pounds per square inch (psi) remaining in the water system. Site-specific fire flow requirements are determined by the LAFD based on land use, life hazard, occupancy, and fire hazard level.

Section 57.507.3.2 addresses land use-based requirements for fire hydrant spacing and type. Regardless of land use, every first story of a residential, commercial, or industrial building must be within 300 feet of an approved hydrant. The site-specific number and location of hydrants would be determined as part of LAFD's fire/life safety plan review for each development.

Section 57.507.3.3 limits the maximum response distances to an LAFD station based on the type of land use. Applicable distances are based on LAFD's comment letter for each individual project.

LAMC Chapter V, Article 7, Section 57.512.1 provides that response distances, which are based on land use and fire flow requirements and range from 0.75 mile for an engine company to 2 miles for a truck company, shall comply with Section 57.507.3.3. Where a site's response distance is greater than permitted, all structures must have automatic fire sprinkler systems.

Los Angeles Fire Department Strategic Plan 2023-2026. The Strategic Plan focuses on seven key goals and corresponding strategies, tactics and benchmarks for goal achievement. The primary goal that applies to the Proposed Plans is: Goal 1) delivering exceptional public safety and emergency service. Some of the key strategies associated with this goal include:

Strategy 1.1: Ensure optimal emergency resource deployment to meet the evolving needs of the City.

Strategy 1.2: Elevate the delivery of Emergency Medical Services (EMS) to ensure all patients receive the highest quality of care possible.

Strategy 1.3: Strengthen the Department's fire suppression and rescue capabilities.

Strategy 1.4: Expand and enhance the Department's Special Operations capabilities (Disaster Response & Rescue, Hazardous Materials, Swiftwater, Wildland Fire Management, Marine Operations).

Strategy 1.5: Partner with Federal, State, and Local Agencies to ensure the delivery of exceptional public safety and emergency services to People Experiencing Homelessness (PEH).

Strategy 1.6: Provide an optimal state of readiness with respect to homeland security and terrorism preparedness.

Strategy 1.7: Reduce life-safety risk and improve customer experiences through robust and innovative fire and prevention services.

Strategy 1.8: Maintain a highly capable, mission-ready fleet and staffing the Department's Air Operations Section.

Strategy 1.9: Enhance the quality of life in Los Angeles by supporting large sporting, entertainment, and cultural events.

Propositions F and Q. Proposition F, the City of Los Angeles Fire Facilities Bond, was approved by voters in November 2000. This bond allocated $532.6 million of general obligation bonds to finance the construction and rehabilitation of fire stations and animal shelters. Under Proposition F, new regional fire stations to provide training and other facilities at or near standard fire stations must be designed and built on a single site of at least 2 acres. This is to ensure that firefighters in training remain in the service area and are available to respond to emergency calls. Proposition F allocated $378.6 million to build 19 new or replacement neighborhood Fire/Paramedic Stations and an Emergency Air Operations and Helicopter Maintenance Facility, for a total of 20 Proposition F projects. As of January 2017, all of the proposed projects have been completed.[17]

Proposition Q, the Citywide Public Safety Bond Measure, was approved by voters in March 2002. Proposition Q allocated $600 million to renovate, improve, expand and construct public safety (police, fire, 911, and paramedic) facilities. In March 2011, the program was expanded to include renovations to existing LAFD facilities throughout the City. A total of 80 renovation projects at LAFD facilities were scheduled. These renovation projects include the installation of diesel exhaust capture systems, upgrades to air filtration and electrical systems, re-roofing, remodeling, parking lot repair, painting, and other

17 Los Angeles Fire Department, *Los Angeles 2000 Prop F Fire Facilities Bond, Progress Report*, Feb-March 2016.

improvements. As of November 2016, all original projects authorized were completed within the budget allocated. [18]

Measure J. Measure J, which was approved by voters at the November 7, 2006, General Election, is a charter amendment and ordinance that involves technical changes to Proposition F. Measure J allows new regional fire stations funded by Proposition F to be located in densely developed areas to be designed and built on one or more properties equaling less than 2 acres. Components of a regional fire station can be built on two or more sites within close proximity, or the facility can be designed to fit on a single site of less than 2 acres. Components of a regional fire station can be built on two or more sites within close proximity, or the facility can be designed to fit on a single site of less than two acres.

4.14.1.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to fire protection if they would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection.

4.14.1.4 Methodology

The need for, or deficiency in, adequate fire and emergency response services in and of itself is not a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* [2015]). To the extent that the Proposed Plans cause a need for additional fire and emergency response services that result in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of fire and life safety services provided to the residents or users of the Harbor LA CPAs and the surrounding community, including any existing or future needs and deficiencies, is relevant to the impact analysis only insofar as it indicates the demand and need for new or expanded fire protection facilities, but does not determine significance of the impact. The ultimate determination of whether there is a significant impact related to fire and emergency response services under this threshold is based on whether construction of new or expanded fire and emergency response facilities will cause a significant impact to the environment.

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18 City of Los Angeles, *Final Status of Proposition Q,* November 2016, available online at: https://clkrep.lacity.org/onlinedocs/2015/15-0371_rpt_PQCO_11-22-2016.pdf, accessed September 7, 2022.

4.14.1.5 Impacts

Threshold 4.14-1 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection?**

This impact would be less than significant.

The Proposed Plans provide a framework for development within the Harbor LA CPAs through 2040 and includes changes to existing policy to enable higher-density development. Future growth in the Harbor LA CPAs by 2040 under the Proposed Plans is anticipated to add approximately 37,917 residents (a 31 percent increase over current conditions), 10,927 housing units (a 30 percent increase over current conditions), and 37,799 jobs (154 percent increase over current conditions) compared to 2019 baseline levels. The Proposed Plans also include policies to improve pedestrian, bike, and public transit networks in the Harbor LA CPAs and encourage use of alternative transportation modes and active transport. Impacts to fire protection services resulting from construction and operation of new development are discussed below.

Construction

The Proposed Plans would allow for increased development potential but would not constitute a commitment to any project-specific construction. Construction related to future development within the Harbor LA CPA, particularly along transit corridors and near transit stations, could result in the effects described below. Construction activities would have the potential to temporarily increase the existing demand on fire protection and emergency medical services. Construction activities could potentially expose combustible materials (e.g., wood, plastics, sawdust, coverings, and coatings) to fire risks from machinery and equipment sparks, exposed electrical lines, chemical reactions in combustible materials and coatings and lighted cigarettes. However, in compliance with OSHA and Cal-OSHA requirements, construction managers and personnel would be trained in emergency response and fire safety operations. Additionally, fire suppression equipment (e.g., fire extinguishers) specific to construction would be maintained on-site. Project construction would also comply with requirements and policies relating to fire safety practices.

Generally, road and lane closures due to construction activities related to individual projects have the potential to affect response times of fire and emergency services vehicles. Traffic delays caused by potential closures could impede the ability of emergency vehicles to efficiently move along roadways to their destination. Additionally, temporary road closures may also result in detours that impact response time. Any development

project that will cause temporary road closures is required to submit a plan to LADOT for approval to ensure any impacts are minimized and, if necessary, proper signage and flagmen provided to avoid impacts. Additionally, large projects are required to develop a construction staging and traffic management plan, as necessary, to ensure emergency access is maintained, consistent with LAFD requirements. As discussed in **Section 4.8, Hazards and Hazardous Materials,** and **Section 4.15, Transportation and Traffic**, construction activities related to the Proposed Plans' reasonably anticipated development is not expected to result in significant impacts to emergency services or response times. Construction activities for reasonably anticipated development would not result in the need for expansion of existing fire stations or construction of new fire stations due to the temporary nature of construction.

Operation

A discussed in **Section 4.13, Population, Housing, and Employment**, implementation of the Proposed Plans is projected to result in approximately 161,345 residents, 47,202 housing units, and 62,339 jobs by year 2040 within the Harbor LA CPA, which would be a population increase of approximately 37,917 residents compared to the estimated 2019 population. Under the Proposed Plans, the Harbor LA CPAs would grow by 10,613 additional housing units and 37,799 employees by the year 2040. These increases would take place over time, and the totals are not anticipated to be reached until 2040 or beyond. As described above, the Proposed Plans do not constitute a commitment to any project-specific construction.

The increase in land use intensity and residential density in the Harbor LA CPAs could cause roadway congestion in areas used by fire protection vehicles to access emergency sites. This may impact service standards. The ability of EMS and fire protection services to respond to calls in a timely manner depends primarily on the distance of the station to the incident and the speed at which the emergency vehicles are able navigate intervening roadways. While reasonably anticipated growth under the Proposed Plans would result in higher overall traffic volumes in the Harbor LA CPAs, this would not impede emergency response, since California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Generally, multi-lane arterial roadways allow emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. The LAFD, in collaboration with LADOT, has also developed a Fire Preemption System (FPS) that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City. Therefore, EMS and fire protection services response times generally would not change substantially as the population of the Harbor LA CPAs increase.

As discussed in **Section 4.15, Transportation and Traffic**, the Proposed Plans would have a less than significant impact in regard to emergency access. The Proposed Plans would not introduce new streets or otherwise alter the overall land use pattern within the Harbor LA CPAs in a way that would affect

emergency response routes. The Harbor LA CPAs are generally in an urbanized environment where there is sufficient street access for emergency response. Growth by 2040 is expected to worsen traffic conditions however, this growth will occur regardless of the Proposed Plans. Further, the average operational response time for Advanced Life Support (ALS) incidents from the four fire stations in the Harbor LA CPAs remain under the nationwide standard of nine minutes.[19] The City's average response time for EMS events was six minutes and 39 seconds and it is reasonably foreseeable that the Harbor LA CPAs will continue to stay below this average throughout the Proposed Plans horizon.

The increased growth within the Harbor LA CPAs would cause an increase in demand for fire protection. The increase in demand over time may create a need to construct new fire stations. Although there are no current plans to construct new fire stations or expand a fire station, it is foreseeable that providing fire services to the reasonably anticipated development of the Proposed Plans may result in the need for new or expanded fire facilities over the plan horizon. Based on information provided in LAFD's Strategic Plan 2023-2026, the ability to provide adequate fire protection services is dependent on numerous factors including maintaining the appropriate staffing levels, mutual aid agreements, deployment strategies, and technological advances in equipment. Options available to LAFD include expanding fire prevention services, increasing staffing levels, and adding new fire stations(s) to underserved areas. The projected number of residents, employees, and overall anticipated development levels is routinely reviewed by LAFD to assist in determining the future need for emergency services. As discussed, the on the LAFD Strategic Plan's primary goal that applies to the Proposed Plans is Goal 1: delivering exceptional public safety and emergency service. The complex set factors discussed above are generally needed to achieve this goal and are incorporated into the LAFD Strategic Plan's listed strategies and tactics. LAFD determines the need for new fire stations based on the needs assessment that takes into account these factors, as well as geographic distribution of physical structures; access to trucks, ambulances, and other equipment; and anticipated response times.[20]

Existing regulations and policies would partially offset future increases in demand for fire protection service. For example, new developments in the Harbor LA CPAs would be required to comply with current fire code standards, which require new construction to incorporate more dynamic and advanced fire and life safety technologies and fire prevention measures than was previously required. Furthermore, LAFD

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19 District of Columbia Fire and Emergency Medical Services Department, *Response Time Performance Measures NFPA Standard 1710 Comparative Benchmarks*, 2016, available online at: https://fems.dc.gov/sites/default/files/dc/sites/fems/FY%202016%20Response%20Time%20Performance%20Measures_0.pdf, accessed June 20, 2022.

20 Los Angeles City Fire Department, *Strategic Plan 2023-2026*, 2023, available online at: https://lafd.org/sites/default/files/pdf_files/LAFD-2023-2026-STRATEGIC-PLAN-04042023%20.pdf, accessed July 25, 2023.

has a constitutional mandate to protect public safety and must respond to changing circumstances and, therefore, would act to maintain response times. As development occurs over the lifetime of the Proposed Plans, it is expected that fire protection service levels will be evaluated and maintained by LAFD. In conformance with California Constitution Article XIII, Section 35, (a)(2), existing policies, procedures, and practices related to fire protection and emergency services, LAFD would maintain acceptable emergency response times through the provision of additional personnel and equipment as needed, as well as potentially constructing new or expanding existing fire and emergency response facilities.

In the event it is determined that a new or expanded fire station is necessary to serve the Harbor LA CPAs, construction of any such facility would occur in an urban center and would be limited in number (possibly one or two new facilities) and size. Such facilities would be located on parcels that are infill opportunities on lots approximately less than one acre in size. The Harbor LA CPAs are in an urbanized area and new facilities would not involve expansion of the urban sphere beyond current boundaries and, thus, there would be no need for new or expanded infrastructure. According to the Los Angeles Bureau of Engineering (BOE), there are four basic configurations for fire stations, but the typical standard fire/paramedic station would consist of a 15,250-square foot building on a parcel that is approximately one acre. Based on the urban location and the relatively small size of typical facilities, the construction of a new fire facility or expansion of an existing facility would likely qualify for an infill exemption or result in less–than-significant impacts with standard regulatory compliance measures and design features. The EIR for Van Nuys No. 39 fire station, certified in 2017, found no unavoidable significant impacts for the construction and operation of the new fire station.

New facilities would also be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Tree Ordinances and Noise Ordinance, and the California Building Code, including CALGreen requirements. Construction and operational impacts to air, noise, traffic, as well as other impacts of new developments are discussed throughout this EIR, and they would not be any different for a fire/paramedic station/facility. It is not foreseeable that impacts from building any other stations in the Harbor LA CPAs would have greater or different impacts than those identified in this EIR for construction or operations. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time.

Based on the above discussion, impacts related to fire protection and emergency services would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.14.1.6 Cumulative Impacts

The Proposed Plans along with cumulative development from other plans (such as surrounding community plans, the *Los Angeles County General Plan* and SCAG's RTP/SCS) could result in a significant impact to fire services and facilities if the Proposed Plans along with other projects would result in the need for new fire or emergency response facilities or expanded facilities. The cumulative context for fire protection and emergency services is the City since the City is served by LAFD.

All future growth and development would be required to maintain consistency with City of Los Angeles fire protection regulations. As discussed above, the Proposed Plans over the planning horizon of 20 years may result in the need for new or expanded fire and emergency response facilities. Growth as a result of other plans (including surrounding community plans, the *Los Angeles County General Plan*, and/or the RTP/SCS), along with reasonably expected growth anticipated to result from the Proposed Plans would likely result in the need for new or expanded fire and emergency response facilities in the City.

As discussed above, a project would have a significant impact on emergency services if it would require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service and if such construction or expansion would result in a significant impact. LAFD has a mandate to protect public safety and must respond to changing circumstances and, therefore, would act to maintain response times. As discussed above, this may result in the need for new fire stations. Based on information provided in LAFD's Strategic Plan 2023-2026, the ability to provide adequate fire protection services is dependent on numerous factors including staffing levels, mutual aid agreements, deployment strategies, and technological advances in equipment. Moreover, LAFD's primary determinant for assessing future service needs is based on their cumulative review and analysis of past incidents. Options available to LAFD include expanding the FPS, increasing staffing levels, and adding new fire station(s) to underserved areas. To the extent new facilities would be needed, the impacts of those facilities would be similar to those addressed in the impact section above and would not be expected to result in new or substantially different impacts from those impacts discussed in the Air Quality, Noise, Cultural Resources, and Transportation and Traffic sections of this EIR. Further, the Proposed Plans would have a less than significant impact related to fire protection services. Therefore, the Proposed Plans would not make a

cumulatively considerable contribution to impacts related to fire protection and impacts would be less than significant.

4.14.2 POLICE PROTECTION SERVICES

4.14.2.1 Existing Environmental Setting

The Los Angeles Police Department (LAPD) provides police protection services in the City, including the Harbor LA CPAs. The LAPD also contains specialized units, including Special Operations, Special Weapons and Tactics (SWAT), Gangs and Narcotics, K-9 Units, and Mounted Units. The LAPD is divided into four geographic bureaus: Central, South, West, and Valley Bureaus, which are divided into 21 community police divisions, each division is divided into reporting districts. In 2019, the LAPD had a total of 10,073 sworn personnel.[21] As of 2022, there were 24.6 officers for 10,000 persons.[22] This is above the 2019 national average number of 23 officers per 10,000 persons for jurisdictions with a population 250,000 and higher.[23]

The Harbor LA CPAs are located within the South Bureau. The South Bureau encompasses a 58-square mile service area with a population of approximately 640,000 residents. The South Bureau overseas operations in the following area divisions: Southwest, Harbor, 77th Street, Southeast, South Traffic Division, and the South Bureau Homicide Division. Communities served by the South Bureau include USC, Watts Towers, the Harbor Gateway, the Port of Los Angeles and the Exposition Park Museums.

The Harbor LA CPAs are served by the Harbor Police Station. The Harbor Police station is located at 2175 John S. Gibson Blvd, San Pedro, CA 90731, and serves a population of 171,000 in the communities of San Pedro, Wilmington, Harbor City, and the Harbor Gateway. The 2019 Citywide and LAPD Community Plan Area Crime Statistics area provided in **Table 4.14-7, Crime Statistics for LAPD Stations Serving the Harbor LA CPA**. Crimes categorized as Part I crimes include homicide, rape, robbery, aggravated assault, burglary, motor vehicle theft, burglary theft from vehicle, and personal/other theft. **Table 4.14-7** shows crimes committed Citywide and within the Harbor Division.

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21 Los Angeles Police Department, *Use of Force Year-End Review*, 2019, available online at: https://lapdonlinestrgeacc.blob.core.usgovcloudapi.net/lapdonlinemedia/2022/01/2019_uof_year-end-review.pdf, accessed September 6, 2022.

22 City of Los Angeles, *Citywide Housing Element 2021-2029 and Safety Element Updates Draft Environmental Impact Report*, 2021, available online at: https://planning.lacity.org/eir/HEU_2021-2029_SEU/deir/files/4.12_Public%20Services.pdf, accessed June 2, 2022.

23 U.S. Department of Justice, Federal Bureau of Investigation, Criminal Justice Information Services Division, "FBI Uniform Crime Reporting Program, 2019 Crime in the United States," available online at: https://ucr.fbi.gov/crime-in-the-u.s/2019/crime-in-the-u.s.-2019/topic-pages/tables/table-71, accessed June 2, 2022.

Table 4.14-7
Crime Statistics for LAPD Stations Serving the Harbor LA CPAs (Year 2019)

Crimes/Arrests	Citywide	South Bureau	Harbor Division
Homicide	258	102	18
Rape	1,828	439	61
Robbery	9,635	3,046	308
Aggravated Assault	17,244	5,899	903
Violent Crime Total	28,965	9,486	1,290
Burglary	13,666	2,436	571
Motor Vehicle Theft	15,706	4,136	843
Burglary Theft From Vehicle	31,102	5,286	964
Personal/Other Theft	34,627	34,622	1,060
Property Crime Total	95,101	46,480	3,438
Part I Crime Total	124,066	55,966	4,728
Arrests			
Homicide	163	58	11
Rape	224	63	4
Robbery	2,092	530	82
Aggravated Assault	4,572	1,265	255
Burglary	1,354	231	47
Larceny	2,288	353	138
Motor Vehicle Theft	1,137	232	68
Violent Arrest Total	7,051	1,916	352
Part I Crime Arrest Total	11,830	2,732	605
All Arrest Total	22,737	4,970	1,317

Source: City of Los Angeles Police Department, Crime Data from 2010 to 2019. Available online at: https://data.lacity.org/Public-Safety/Crime-Data-from-2010-to-2019/63jg-8b9z, accessed June 23, 2022.

The crime rate, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the LAPD. As such, for a conservative analysis, the crime rate in a given area is anticipated to increase as the level of activity or population and the opportunities for crime increase. However, due to external factors that contribute to crime rates, such as police presence, crime prevention measures, and ongoing legislation/funding, the potential for increased crime rates may not be directly proportional to the increase in population or land use activity.

Response time is the amount of time between the time an emergency call is made and the time a police unit arrives at the scene. Calls for police assistance are prioritized based on the nature of the call. Police units are often in a mobile state; thus, the number of officers on the street is more directly related to the realized

response time than the distance between a police station and a project site. The LAPD has an existing preferred response time of seven minutes for emergency calls. The LAPD also uses technology to enhance strategic deployment of field officers in their service area, which can help lower average response time. PredPol software predicts the times and places where crimes are most likely to occur based on historic data on the time, location, and type of crimes committed.

4.14.2.2 Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Police Protection Service at the state and local levels. As described below, these plans, guidelines, and laws include the following:

- California Penal Code
- California Constitution Article XIII, Section 35
- California Vehicle Code (CVC), Section 21806
- City of Los Angeles General Plan Framework Element
- City of Los Angeles General Plan Safety Element
- City of Los Angeles Charter
- Administrative and Municipal Codes
- Los Angeles Police Department (LAPD) Computer Statistics Unit (COMPSTAT) Program
- LAPD Guidelines and Plan Review
- LAPD Strategic Plan 2019-2021

Federal

There are no federal police protection services regulations applicable to the Proposed Plans.

State

California Penal Code. All law enforcement agencies in California are organized and operated in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under state law, all sworn municipal and county officers are state peace officers.

California Constitution Article XIII, Section 35. Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50-percent sales tax to be expended exclusively for local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include police

protection. Section 30056 provides that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on police protection, as well as other public safety services. Section 35 at subdivision (a)(2) provides: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." In *City of Hayward v. Board of Trustees of California State University* (2015), the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection, and that it is reasonable to conclude that the city will comply with that provision to ensure that public safety services are provided.

California Vehicle Code, Section 21806. Section 21806 of the CVC pertains to emergency vehicles responding to Code 3 incident/calls.[1] This section of the CVC states the following:

> *Upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet to the front of the vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following: (a)(1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed. (2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety...(c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed.*

Title 13 California Code Regulations (CCR) Division 2 (CHP). Division 2 of Title 13 of the CCR governs the operations of the California Highway Patrol.

Local

City of Los Angeles General Plan Framework Element. The City of Los Angeles General Plan Framework Element (General Plan Framework), originally adopted in December 1996 and re-adopted in August 2001, provides a comprehensive vision for long-term growth within the City and guides subsequent amendments of the City's Community Plans Specific Plans, zoning ordinances, and other local planning programs.

Chapter 9 of the General Plan Framework addresses Infrastructure and Public Services. Goal 9I states that every neighborhood should have the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood. Related Objective 9.13 and Policy 9.13.1, which implement Goal 9I, support the monitoring and reporting of police statistics and population

projections for the purpose of evaluating existing and future needs. Objective 9.14 calls for adequate police services, facilities, equipment, and personnel to be available to meet existing and future public needs. Policies related to Objective 9.14 generally provide guidance for public agencies. Objective 9.15 calls for LAPD services to provide adequate public safety in emergency situations by maintaining mutual assistance relationships with local law enforcement agencies, state law enforcement agencies, and the National Guard.

Table 4.14-8
Relevant General Plan Police Protection Goals, Objectives, and Policies

Framework Element – Chapter 9, Infrastructure and Public Services	
Goal 9I	Every neighborhood in the City has the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood.
Objective 9.13	Monitor and forecast demand for existing and projected police service and facilities.
Policy 9.13.1	Monitor and report police statistics, as appropriate, and population projections for the purpose of evaluating police service based on existing and future needs.
Objective 9.14	Protect the public and provide adequate police services, facilities, equipment and personnel to meet existing and future needs.
Policy 9.14.1	Work with the Police Department to maintain standards for the appropriate number of sworn police officers to serve the needs of residents, businesses, and industries.
Policy 9.14.5	Identify neighborhoods in Los Angeles where facilities are needed to provide adequate police protection.
Policy 9.14.7	Participate fully in the planning of activities that assist in defensible space design and utilize the most current law enforcement technology affecting physical development.
Objective 9.15	Provide for adequate public safety in emergency situations.
Policy 9.15.1	Maintain mutual assistance agreements with local law enforcement agencies, State law enforcement agencies, and the National Guard to provide for public safety in the event of emergency situations.

Source, City of Los Angeles, 2001

City of Los Angeles General Plan Safety Element. The Safety Element of the Los Angeles General Plan addresses natural hazard issues related to LAPD resources (e.g., traffic safety during or following a disaster) and recognizes that most jurisdictions rely on emergency personnel (police, fire, gas, and water) to respond to emergencies.

City of Los Angeles Charter. The City Charter at Section 570 gives the power and the duty to the LAPD to enforce the penal provisions of the Charter, City ordinances, and state and federal laws. The Charter also gives responsibility to the LAPD to act as peace officers and to protect lives and property in case of disaster or public calamity.

Administrative and Municipal Codes. Section 22.240 of the Administrative Code requires the LAPD to adhere to the state standards described in Section 13522 of the California Penal Code for the training of police dispatchers. LAMC Chapter 5 includes regulations, enforceable by the police, related to fire arms,

illegal hazardous waste disposal, and nuisances (such as excessive noise), and providing support to the Department of Building and Safety Code Enforcement inspectors and the LAFD in the enforcement of the City's Fire, Building, and Health Codes. The LAPD is also given the power and the duty to protect residents and property, and to review and enforce specific security related mitigation measures in regard to new development.

LAPD Computer Statistics Unit (COMPSTAT) Program. The LAPD COMPSTAT was created in 1994 and implements the General Plan Framework goal of assembling statistical population and crime data to determine necessary crime prevention actions. This system implements a multi-layer approach to police protection services through statistical and geographical information system (GIS) analysis of growing trends in crime through its specialized crime control model. COMPSTAT has effectively and significantly reduced the occurrence of crime in Los Angeles communities through accurate and timely intelligence regarding emerging crime trends or patterns.[24]

LAPD Guidelines and Plan Review. Projects subject to City review are required to develop an Emergency Procedures Plan to address emergency concerns and practices. The plan is subject to review by LAPD. In addition, projects are encouraged to comply with the LAPD's Design Out Crime Guidelines, which incorporates techniques of Crime Prevention Through Environmental Design (CPTED) and seeks to deter crime through the design of buildings and public spaces. Specifically, projects are recommended to:

- Provide on-site security personnel whose duties shall include but not be limited to the following:
- Monitoring entrances and exits;
- Managing and monitoring fire/life/safety systems;
- Controlling and monitoring activities in parking facilities;
- Install security industry standard security lighting at recommended locations including parking structures, pathway options, and curbside queuing areas;
- Install closed-circuit television at select locations including (but not limited to) entry and exit points, loading docks, public plazas and parking areas;
- Provide adequate lighting of parking structures, elevators, and lobbies to reduce areas of concealment;

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24 LAPD, *COMPSTAT,* available online at: http://www.lapdonline.org/crime_mapping_and_compstat/content_basic_view/6363, accessed October 10, 2018.

- Provide lighting of building entries, pedestrian walkways, and public open spaces to provide pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings;

- Design public spaces to be easily patrolled and accessed by safety personnel;

- Design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites; and

- Limit visually obstructed and infrequently accessed "dead zones."

LAPD Strategic Plan 2021-2023. The LAPD Strategic Plan 2021-2023, LAPD: 2021 & Beyond, is a guiding document reflective of emerging trends, complex issues, and demands of the policing environment. The plan covers the fiscal years 2021-2023 and provides goals and key activities to improve the safety and quality of life for all Angelenos. The intent of the Strategic Plan is to serve as an "organizational blueprint to maximize our workforce potential while providing the highest level of professionalism for those who visit, work, and live in the City of Los Angeles"[25].

The Plan has six goals: (1) Protect Los Angeles; (2) Engage Los Angeles; (3) Improve Organization Accountability; (4) Modernize Technology; (5) Enrich Training; and (6) Maximize Workforce Potential. The goals are then followed by initiatives, key activities associated with each initiative and milestones.

Protecting the City of Los Angeles is the primary function of LAPD. The initiatives under this goal include reduce crime and victimization, reduce gun violence, emphasize preparedness and counter-terrorism, improve traffic safety, increase investigative effectiveness, and support coordinated City efforts to address homelessness.

4.14.2.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guideline*s, the Proposed Plans would have a significant impact related to police protection if they would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which

25 Los Angeles Police Department, *The Los Angeles Police Department Strategic Plan 2021-2023*, 2021, available online at: https://lapdonlinestrgeacc.blob.core.usgovcloudapi.net/lapdonlinemedia/2021/12/Strategic-Plan-2021-to-2023.pdf, accessed on October 25, 2022.

could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection.

4.14.2.4 Methodology

The need for or deficiency in adequate police services in and of itself is not a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* (2015) 242 Cal.App. 4th 833, 843). To the extent that the Proposed Plans cause a need for additional police services and that results in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment which is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of police protection services provided to the residents or users of the Harbor LA CPAs and the surrounding community, including any existing or future needs and deficiencies, is relevant to the impact analysis only insofar as it indicates the demand and need for new or expanded police facilities. The ultimate determination of whether construction of new or expanded fire and emergency response facilities will cause a significant impact to the environment.

Police protection service needs are dependent on the size of the service population and the geographic area served, the number and types of calls for service, and the characteristics of a project and its surrounding community. According to LAPD, impacts on police protection services are considered significant if the demand for services exceeds the capacity of existing facilities, or if a station area is located outside of specified distances from a project area.

To the extent that the Proposed Plans results in the need for new police services that will cause the need for new or altered police facilities, the analysis below evaluates the potential need for new facilities and associated potential impacts from the construction of new police protection facilities or the expansion of existing police protection facilities if they could be required.

This discussion of impacts to police protection services addresses impacts for the Harbor LA CPA.

4.14.2.5 Impacts

Threshold 4.14-2 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection?**

This impact would be less than significant.

Construction

The Proposed Plans would allow for increased development potential in the Harbor LA CPAs but would not constitute a commitment to any project-specific construction. Construction related to future development within the Harbor LA CPAs, particularly within transit corridors and nodes, and other areas with proposed zoning changes, could result in the effects described below. Construction activities would have the potential to temporarily increase the demand on police services. Construction sites can pose an attractive nuisance with respect to vandalism and theft. Road and lane closures due to construction activities related to individual development projects could affect response times of police vehicles. Traffic delays caused by potential closures could impede the ability of police vehicles to efficiently move along roadways to their destination. Additionally, temporary road closures may also result in detours that impact response time. Any development project that will cause temporary road closures is required to submit a plan to LADOT for approval to ensure any impacts are minimized and, if necessary, proper signage and flagmen provided to avoid impacts. Additionally, large projects are required to develop a construction staging and traffic management plan, as necessary, to ensure emergency access is maintained. As discussed in **Section 4.8, Hazards and Hazardous Materials**, and **Section 4.15, Transportation and Traffic**, construction activities related to the Proposed Plans' reasonably anticipated development is not expected to result in significant impacts to emergency services or response times. Construction activities for reasonably anticipated development would not result in the need for expansion of existing police facilities or construction of new police facilities due to the temporary nature of construction.

Operation

Implementation of the Proposed Plans is expected to increase population, housing, and employment in the Harbor LA CPAs. The Harbor LA CPAs are projected to have approximately 161,345 residents, 47,202 housing units, and 62,339 jobs by the year 2040, which would be a population increase of approximately 37,917 residents compared to the estimated 2019 population. Although an increase in development intensity and residential density would not necessarily result in a directly proportional increase in crime, a larger population would increase demand for LAPD services by increasing the opportunities for crime. An area's crime rate is influenced by many factors, such as police presence, implementation of crime prevention measures, department funding, and socioeconomic factors. To ensure that necessary police services, facilities, and equipment are provided for the public safety needs of all neighborhoods, demand for existing and projected police services and facilities is monitored and forecasted by LAPD in order to maintain standards. Accordingly, as development occurs over the lifetime of the Proposed Plans, police protection service levels would continue to be evaluated and maintained by LAPD in accordance with existing policies, procedures and practices. Individual developments in the Harbor LA CPAs would be required to incorporate design features to deter crime. The LAMC and Los Angeles Building Code (LABC)

include recently adopted requirements regarding lighting and/ or security locks and devices for residential uses, as well as outdoor lighting requirements for a variety of uses. [26,27] LAPD would review development project applications to determine the types of design features that the development project would need to incorporate to deter crime, consistent with the techniques of CPTED.

The projected increase in population could also affect the ability to meet service standards as a result of increased roadway congestion. However, police response times are different than fire and EMS as police patrols are not restricted to a fixed station and often occur within the neighborhoods they serve. Further, police can also respond via motorcycle which can be faster than via car. As discussed in **Section 4.15, Transportation and Traffic**, of this EIR, implementation of the Proposed Plans would result in land use intensification and an organized and coordinated development pattern that would increase accessibility of destinations while minimizing the related growth in vehicle trips and vehicle miles traveled (VMT) per capita. Growth by 2040, regardless of the Proposed Plans, is expected to increase population, housing, and jobs within the Harbor LA CPAs, which could cause delay on street segments. However, there is not a direct relationship between predicted travel delay and emergency response times as California State law requires that drivers yield the right of way to emergency vehicles and remains stopped until the emergency vehicles have passed. Designated emergency and disaster routes within the Plan Areas would be maintained. Generally, multi-lane arterial roadways allow emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. On congested roadways, multi-lane arterial roadways with continuous center left-turn lanes facilitate emergency access when the through-lanes experience delays. Additionally, as previously mentioned under Existing Setting, various roadways within the Harbor LA CPAs are equipped with FPS, a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets, including police vehicles. As development occurs, LAPD would maintain acceptable service levels through the provision of additional personnel and equipment as needed, in conformance with their existing policies, procedures and practices.

In addition to additional personnel and equipment, the Proposed Plans may also result in a need for new police facilities. There are no plans to construct new police facilities in the Harbor LA CPAs at this time. Nevertheless, it is anticipated that the increase in people and dwelling units in the Harbor LA CPAs would increase the demand for police protection services, which may result in the need for the construction or expansion of police facilities over the plan horizon. Such facilities would more likely be small neighborhood facilities and could be accommodated in existing buildings or small new structures. If new facilities are required, such facilities would be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Tree Ordinance and

26 LABC Chapter 67, 1029, 8697.

27 Los Angeles Department of Building and Safety [LADBS], 2017.

Noise Ordinance, and the California Building Code, including CALGreen requirements. Construction of such development would likely not result in new significant impacts and would likely qualify for infill exemptions. To the extent there are site specific conditions that would result in impacts, such impacts would be speculative at this time. To the extent construction would result in any impacts those would not be different from other infill development analyzed throughout the EIR.

Based on the above, impacts related to police protection services would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.14.2.6 Cumulative Impacts

The Proposed Plans along with cumulative development from other plans (such as surrounding community plans, the *Los Angeles County General Plan* and SCAG's RTP/SCS) could create a significant impact on police services and facilities if the need for additional services and facilities extended beyond existing levels of service. The geographic context for this analysis is the City as served by the LAPD. Future needs for police protection are reviewed regularly, including during the budgeting process. As described above, development projects within the City, including the Harbor LA CPAs, would be subject to review upon project submittal of the development application and may be required to provide security features, such as security cameras, private security services, and/or on-site police drop-in facilities that reduce the demand for police service. Future development would also be required to incorporate design elements relative to security, and semi-public and private spaces such as CPTED. These features may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and location of toilet facilities or building entrances in high-foot traffic areas. Development with such design should reduce the potential for incidents that will result in demand on police services throughout the City.

Implementation of the Proposed Plans would create increased development opportunities, particularly within transit corridors and transit nodes, increasing the overall housing, population, and employment levels of the Harbor LA CPAs, which likely would increase demand for LAPD services. However, as previously discussed, the provision of police protection services in the City is based on the community's

existing and projected needs, as determined by LAPD. When an evaluation indicates response times have increased, the acquisition of equipment, personnel, and/or new stations would be considered and procured as needed through the LAPD. As demand for LAPD services increases, LAPD will act to maintain adequate service levels. As discussed, there are no planned facilities at this time. However, the potential for construction or expansion of police facilities over the plan horizon with the increased growth in the Harbor LA CPAs and in neighboring area is likely. Such facilities would more likely be small neighborhood facilities and could be accommodated in existing buildings or small new structures. Construction of such development would likely not result in new significant impacts and would likely qualify for infill exemptions. To the extent there are site specific conditions that would result in impacts, such impacts would be speculative at this time. Therefore, the Proposed Plans would not make a cumulatively considerable contribution to impacts related to police protection. Impacts would be less than significant.

4.14.3 PUBLIC SCHOOLS

This analysis below presents an evaluation of the environmental impacts on public schools that could result from the implementation of the Proposed Plans; this analysis does not consider impacts on fully independent private schools outside of district-affiliated charter schools.

4.14.3.1 Existing Environmental Setting

The Los Angeles Unified School District (LAUSD) is the nation's second-largest school district and provides public transitional kindergarten through 12th grade education to students living in the City in addition to all or portions of 26 incorporated cities and unincorporated areas of Los Angeles County. In total, LAUSD provides education services to an area of 710 square miles with a total of 1,424 educational schools and centers, including 436 elementary schools, 77 middle schools, 86 senior high schools, and 227 independent charter schools.[28] Further, through LAUSD's eChoices program, there are 255 Magnet Programs located throughout LAUSD. For the 2021-2022 school year, 65 new magnet schools and 245 magnet centers were available for LAUSD students under the LAUSD eChoices program. Of the 65 new magnet schools, three serve the Harbor LA CPAs: Wilmington Middle Science/Technology/Engineering/Arts/Math, University Pathways Academy Medical, and Lomita Elementary Science/Technology/Engineering/Arts/Math.[29]

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28 Los Angeles Unified School District, *Fingertip Facts 2021-2022*, available online at: https://achieve.lausd.net/site/handlers/filedownload.ashx?moduleinstanceid=66505&dataid=109597&FileName=Fingertip_Facts_2021_2022_FINAL_ENG.pdf, accessed June 20, 2022.

29 Los Angeles Unified School District, *Local District South Map*, available online at: https://achieve.lausd.net/site/handlers/filedownload.ashx?moduleinstanceid=22573&dataid=24306&FileName=South_2021-2022.pdf, accessed June 20, 2022.

A total of 25 LAUSD public schools serve the Harbor LA CPAs, including two primary/early education centers, 16 elementary schools, one middle school, and six high schools. **Figure 4.14-2, Schools Serving the Harbor LA CPAs,** shows the distribution of the public and charter schools that would serve the Harbor LA CPAs. For the purposes of analysis, the Proposed Plans anticipate that all the students residing in the Harbor LA CPAs would attend public schools within the Harbor LA CPAs. However, LAUSD students would have the option of attending public schools outside the Harbor LA CPAs through the eChoices program or the option of private schooling.

Charter schools are publicly funded elementary or secondary schools that are usually created or organized by a group of teachers, parents and community leaders, or a community-based organization. These schools are usually sponsored by an existing local public school board or county board of education and are generally exempt from most laws governing school districts, except where specifically noted in the law. In exchange for this exempt status, charter schools are accountable for producing certain results, which are specifically set forth in a detailed agreement (or "charter") between the sponsoring board and the charter organizers. Charter schools are opened and attended by choice, and, while they provide an alternative to other public schools, they are part of the public education system and may not charge tuition. Where enrollment in a charter school is oversubscribed, admission is frequently allocated by lottery. Currently, there are 277 charter schools consisting of 51 Affiliated and 226 Independent Charter schools under the jurisdiction of LAUSD, serving more than 150,000 students from K-12 grades.[30] As shown in **Table 4.14-9, LAUSD Schools Serving the Harbor LA CPAs**, four charter schools are located within and serve the Harbor LA CPAs.

Based on September 2019 figures, approximately 557,560 students are enrolled in kindergarten-12th grades in LAUSD, 29,799 students enrolled in special day classes and continuation and opportunity schools, 18,988 students in early education, and 64,527 students enrolled in adult education schools, totaling approximately 673,849 students enrolled through LAUSD.[31] **Table 4.14-9** provides the names and locations of LAUSD schools serving the Harbor LA CPAs. **Table 4.14-10, Enrollment and Capacity of LAUSD Schools Serving the Harbor LA CPAs,** provides the current data for capacity, enrollment, seating overage, and overcrowding status. Enrollment and capacity numbers are based on data for the 2017-2018 school year and already take into account planned school building additions and portable classrooms on the site.

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30 Los Angeles Unified School District, "About Charter Schools," available online at: https://achieve.lausd.net/Page/1816#:~:text=Currently%2C%20there%20are%20277%20charter,in%20kindergarten%20through%2012th%20grade, accessed June 20, 2022.

31 Los Angeles Unified School District, *Fingertip Facts 2019-2020*, available online at: https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/416/Quick%20Links/Fingertip%20Facts%202019-2020.pdf, accessed September 6, 2022.

Table 4.14-10 provides the projected data for capacity, enrollment, seating overage, and overcrowding status.

Table 4.14-9
LAUSD Schools Serving the Harbor LA CPAs[1]

School Name	Address	Grade Served
Wilmington Early Education Center	1419 E Young St, Wilmington, CA 90744	Pre-K
Hawaiian Avenue Early Education Center	501 Hawaiian Avenue, Wilmington CA 90744	Pre-K
Gardena Elementary School	647 W Gardena Blvd Gardena, CA 90247	K-5
Broad Avenue Elementary School	24815 Broad Ave Wilmington, CA 90744	K-5
Wilmington Park Elementary School	1140 Mahar Ave Wilmington, CA 90744	K-5
135th Street Elementary School	801 W 135th St Gardena, CA 90247	K-5
President Avenue Elementary School	1465 W 243rd St Harbor City, CA 90710	K-5
Fries Avenue Elementary School	1301 Fries Ave Wilmington, CA 90744	K-5
Gulf Avenue Elementary School	828 W "L" St Wilmington, CA 90744	K-5
George De La Torre, Jr. Elementary School	500 North Island Ave Wilmington, CA 90744	K-8
Amestoy Elementary School	1048 W 149th St Gardena, CA 90247	K-5
Harbor City Elementary School	1508 W 254th St Harbor City, CA 90710	K-5
Normont Elementary School	1001 W 253rd St Harbor City, CA 90710	K-5
West Athens Elementary School	1110 W 119th St Los Angeles, CA 90044	K-5
Hawaiian Avenue Elementary School	540 Hawaiian Ave Wilmington, CA 90744	K-5
186th Street Elementary School	1581 W 186th St Gardena, CA 90248	K-5
Halldale Elementary School	21514 Halldale Ave Torrance, CA 90501	K-5
Wilmington Middle School Science, Technology, Engineering, Arts and Mathematics Magnet	1700 Gulf Ave Wilmington, CA 90744	6-8
Harbor Teacher Preparation Academy	1111 Figueroa Pl Wilmington, CA 90744	9-12
Humanities and Arts Academy of Los Angeles	24300 S Western Ave Harbor City, CA 90710	9-12
New Millennium Secondary School	1301 W 182nd St Gardena, CA 90248	9-12
Phineas Banning High School	1527 Lakme Ave Wilmington, CA 90744	9-12
Gardena High School	1301 W 182nd St Gardena, CA 90248	9-12
Nathaniel Narbonne High School	24300 S Western Ave Harbor City, CA 90710	9-12
Harry Bridges Span School	825 W 60th St Los Angeles, CA 90044	K-8

Source: LAUSD; Impact Sciences, 2022.

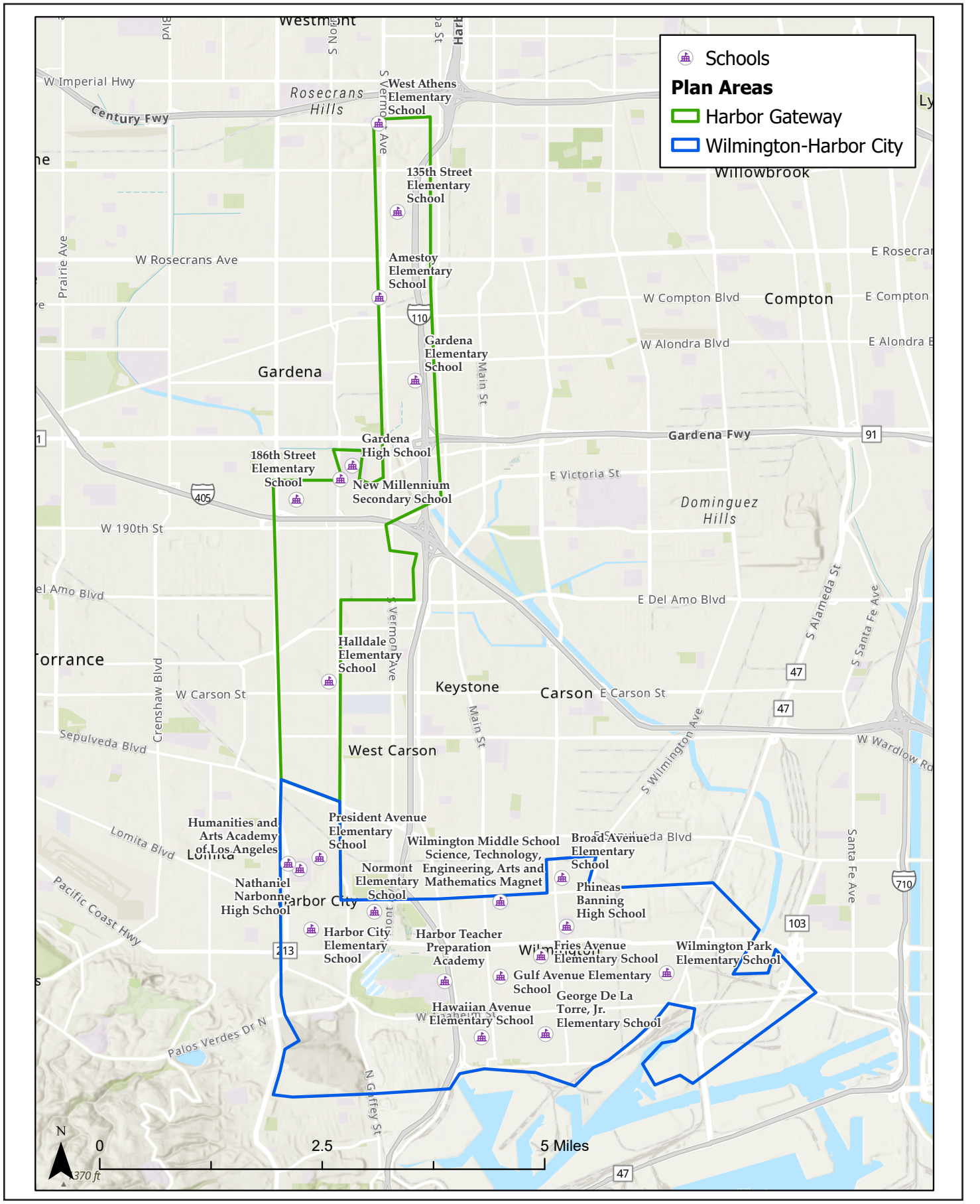
Table 4.14-10
Enrollment and Capacity of LAUSD Schools Serving the Harbor LA CPAs School Year 2019-2020

School Name	Current Capacity*	Actual Enrollment	Current Seating Overage/ (Shortage)	Overcrowded?
Wilmington Early Education Center	-	-	-	-
Hawaiian Avenue Early Education Center	-	-	-	-
Gardena Elementary School	574	534	40	No
Broad Avenue Elementary School	641	561	80	No
Wilmington Park Elementary School	776	662	114	No
135th Street Elementary School	795	707	88	No
President Avenue Elementary School	443	433	10	No
Fries Avenue Elementary School	524	447	77	No
Gulf Avenue Elementary School	851	802	49	No
George De La Torre, Jr. Elementary School	571	599	(28)	No
Amestoy Elementary School	767	751	16	No
Harbor City Elementary School	603	524	79	No
Normont Elementary School	313	280	33	No
West Athens Elementary School	713	685	28	No
Hawaiian Avenue Elementary School	612	635	(23)	No
186th Street Elementary School	818	764	54	No
Halldale Elementary School	502	509	(7)	No
Wilmington Middle Science, Technology, Engineering, Arts and Mathematics Magnet	1,393	1,681	(288)	Yes
Harbor Teacher Preparation Academy	448	474	(26)	No
Humanities and Arts Academy of Los Angeles	489	416	73	No
New Millennium Secondary School	167	192	(25)	No
Phineas Banning High School	2,441	2,430	11	No
Gardena High School	1,431	1,385	46	No
Nathaniel Narbonne High School	2,195	2,115	80	No
Harry Bridges Span School	1,212	1,217	(5)	No

** Current Capacity is estimated based on 2017-2018 enrollment data. LAUSD estimates that 2017-2018 enrollment is equivalent to peak student population as a result of the COVID-19 pandemic and declining enrollments across the district.*
"—" indicates information is not available.
- School planning capacity based on baseline calculation of the number of eligible classrooms after implementing LAUSD operational goals and shifting to a 1-Track Calendar. Includes capacity for magnet programs.
- Project 5-year total number of students living in the school's attendance area and who are eligible to attend the school; includes magnet students
- Projected seating overage or (shortage) based on the difference between the capacity and resident enrollment.
- The schools is considered to be overcrowded or without available capacity if the school operates on a multi-track calendar, there is a seating shortage, or there is a seating overage of less than or equal to a "safety margin" of 30 seats.
- Independent Charter: Capacity and/or enrollment information may not be reported for some independent charters

Source: Los Angeles Unified School District School Directory, https://schooldirectory.lausd.net/schooldirectory/, 2021; California School Dashboard Fall 2021, https://www.caschooldashboard.org/#/Home, 2021.

California Department of Education. Annual Enrollment by Grade. Available online at: https://www.cde.ca.gov/.



SOURCE: Esri, 2022; LAUSD, 2022

FIGURE **4.14-2**

Schools Serving the Harbor LA Community Plan Areas

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Enrollment and capacity data for the public schools serving the Harbor LA CPAs indicate that some of the area's schools are over-crowded or over-burdened (i.e., have a seating shortage or a safety margin of less than 30 seats). In total, the seven area schools during the 2019-2020 school year had a deficit of 402 seats. However, sixteen schools with available data had an overage of 878 seats. No data was available for the remaining two schools.

Currently, only one school is overcrowded – Wilmington Middle Science, Technology, Engineering, Arts and Mathematics (STEM) Magnet, resulting in one school facing a seating shortage. However, given that Wilmington Middle is a magnet school, applications are required for student attendance, reducing the potential for overcrowding. Further, LAUSD overall expects a decrease of 30 percent in enrollment over the next ten years.[32] The reduction in enrolment numbers is due to a number of factors, including the COVID-19 pandemic during which many parents moved to online schooling as well as declines in birth rates and a reduction in the number of school aged children overall in the District. In response, LAUSD may reduce capacity on some campuses and lower class-sizes if the trend in lower enrollment continues.

4.14.3.2 Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding school at the state and local levels. As described below, these plans, guidelines, and laws include the following:

- California Education Code
- Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of 1998
- Senate Bill 50
- Open Enrollment Policy (Cal. Educ. Code Sections 48350, et seq.)
- City of Los Angeles General Plan Framework Element
- Los Angeles Unified School District
- LAUSD Strategic Plan 2016–2019

State

California Education Code. Educational services and school facilities for the Project are subject to the rules and regulations of the California Education Code, the California Department of Education (CDE) and governance of the State Board of Education (CBE) (Gov. Code Section 33000, et seq.). The CDE is the government agency responsible for public education throughout the state. With the State Superintendent

[32] Howard Blume, "LAUSD expects enrollment to plummet by 'alarming' 30% in the next decade," *Los Angeles Times*, May 18, 2022, available online at: https://www.latimes.com/california/story/2022-05-18/l-a-unified-enrollment-expect-to-plummet-leading-to-academic-and-employment-worries, accessed September 6, 2022.

of Public Instruction, the CDE is responsible for enforcing education law and regulations and for continuing to reform and improve public elementary school, secondary school, childcare programs, adult education, and preschool programs. The CDE oversees fundin, and student testing and achievement levels for all state schools. A sector of the CDE, the SBE is the 11-member governing and policymaking body of the CDE that sets kindergarten through 12th Grade (K–12) education policy in the areas of standards, instructional materials, assessment, and accountability. The State also provides funding through a combination of sales and income taxes. In addition, pursuant to Proposition 98, the State is also responsible for the allocation of educational funds that are acquired from property taxes. Further, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities.[33]

Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of 1998. Proposition 1A, the Class Size Reduction Kindergarten-University Public Education Facilities Bond Act of 1998 (Ed. Code, Section 100400–100405) is a school construction funding measure that was approved by the voters on the November 3, 1998, ballot. This Act created the School Facility Program where eligible school districts may obtain state bond funds.

Senate Bill 50. The Leroy F. Greene School Facilities Act of 1998 (known as the Greene Act), enacted in 1998, is a program for funding school facilities largely based on matching funds. For new school construction, grants provide funding on a 50/50 State and local match basis. For school modernization, grants provide funding on a 60/40 State and local match basis. Districts that are unable to provide some, or all, of the local match requirement and are able to meet the financial hardship provisions may be eligible for additional State funding.[34]

The Greene Act permits the local district to levy a fee, charge, dedication, or other requirement against any development project within its boundaries, for the purpose of funding the construction or reconstruction of school facilities. The Act also sets a maximum level of fees a developer may be required to pay. Pursuant to Government Code Section 65996, the payment of these fees by a developer serves to mitigate all potential impacts on school facilities that may result from implementation of a project to a less-than-significant level.[35]

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33 California Education Code Section 17620(a)(1).

34 State of California, Office of Public School Construction, *School Facility Program Guide*, October 24, 2012, available online at: https://www.dgs.ca.gov/-/media/Divisions/OPSC/Services/Guides-and-Resources/SFP_Hdbk_ADA.pdf?la=en&hash=B871984008A7D2E35D16DB50DDE0C87791C294A7, accessed September 6. 2022.

35 California Government Code Section 65996.

Open Enrollment Policy (Cal. Educ. Code Sections 48350, et seq.). The open enrollment policy is a state-mandated policy that enables students located in the LAUSD to apply to any regular, grade-appropriate LAUSD school with designated "open enrollment" seats. Open enrollment seats are granted through an application process that is completed before the school year begins. Under the Open Enrollment Policy, students living in a particular school's attendance area are not displaced by a student requesting an open enrollment transfer to that school.[36]

Regional

Los Angeles Unified School District. As indicated above, the State is primarily responsible for the funding and structure of the local school districts, and in this case, LAUSD. As LAUSD provides education to students in many cities and county areas, in addition to the City, its oversight is largely a district-level issue. Public schools operate under the policy direction of elected governing district school boards (elected from the local area) as well as by local propositions which directly impact the funding of facility construction and maintenance. Pursuant to the Greene Act, LAUSD collects developer fees for new construction within its boundaries. The LAUSD School Facilities Needs Analysis has been prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code. Payment of these fees would be mandatory for the Project Applicant and would fully mitigate any impact upon school services generated by the Project.[37]

LAUSD Strategic Plan 2016–2019. The LAUSD Strategic Plan 2016–2019 (Strategic Plan) represents the LAUSD's framework towards a commitment to 100 percent graduation. In following the Strategic Plan's fundamental strategy, the LAUSD will direct its efforts and resources to recruit, develop, and support principals and teachers in creating a learning environment that ensures 100 percent of students achieve and graduate. The Strategic Plan identified five main objectives: (1) Build a Solid Foundation for Early Learners; (2) Proficiency for All; (3) 100 Percent Attendance; (4) Parent, Community, and Student Engagement; (5) School Safety. Furthermore, the Strategic Plan provides key initiatives to achieve these commitments from which implementation plans will be created. Plans will be structured to include specific action steps, responsibilities, and timelines. As such, the LAUSD will be able to monitor and measure progress and provide accountability during the Strategic Plan's implementation process.

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36 Los Angeles Unified School District, "Open Enrollment," available online at: https://achieve.lausd.net/K12OpenEnrollment, accessed November 11, 2022.

37 Los Angeles Unified School District, *2018 Developer Justification Study*, March 2018, available online at: https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/LAUSD%20Dev%20Fee%20Study%202018%20FINAL.pdf, accessed June 20, 2022.

LAUSD Choices Program. LAUSD provides education choices including magnet and permits with transportation (PWT) programs to students residing within the LAUSD boundaries. Students interested in enrolling in LAUSD magnet and PWT programs are required to apply through LAUSD eChoices. Magnet schools under the Choice Program include business, communication arts, center for enriched studies, gifted/highly gifted/high ability, liberal arts, magnet schools assistance program, public service, science/technology/engineering/math, and visual and performing arts.[38]

Local

City of Los Angeles General Plan Framework Element. Chapter 9, Infrastructure and Public Services of the Framework Element includes goals, objectives, and policies applicable to public schools; these are summarized in **Table 4.14-11**.

Table 4.14-11
Relevant General Plan School Goals, Objectives, And Policies

Framework Element – Chapter 9 Infrastructure and Public Services	
Goal 9N	Public schools that provide a quality education for all of the City's children, including those with special needs, and adequate school facilities to serve every neighborhood in the City so that students have an opportunity to attend school in their neighborhoods.
Objective 9.31	Work constructively with the Los Angeles Unified School District to monitor and forecast school service demand based upon actual and predicted growth.
Policy 9.31.1	Participate in the development of, and share demographic information about, population estimates.
Objective 9.32	Work constructively with Los Angeles Unified School District to promote the siting and construction of adequate school facilities phased with growth.
Policy 9.32.1	Work with the Los Angeles Unified School District to ensure that school facilities and programs are expanded commensurate with the City's population growth and development.
Policy 9.32.2	Explore creative alternatives for providing new school sites in the City, where appropriate.
Policy 9.32.3	Work with LAUSD to explore incentives and funding mechanisms to provide school facilities in areas where there is a deficiency in classroom seats.
Objective 9.33	Maximize the use of local schools for community use and local open space and parks for school use.
Policy 9.33.1	Encourage a program of decision-making at the local school level to provide access to school facilities by neighborhood organizations.
Policy 9.33.2	Develop a strategy to site community facilities (libraries, parks, schools, and auditoriums) together.

Source: City of Los Angeles 2001

38 Los Angeles Unified School District, *e-Choices LAUSD Choices Program,* available online at: https://echoices.lausd.net/#gsc.tab=0, accessed June 20, 2022.

4.14.4.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to schools if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.

4.14.3.4 Methodology

For purposes of this EIR, an impact on schools would occur if implementation of the Proposed Plans would promote growth patterns resulting in the need for and/or the provision of new or physically altered public school facilities (including charter schools), the construction of which would cause significant environmental impacts in order to maintain performance objectives. To the extent that the Proposed Plans cause impacts to classroom sizes or school service impacts that results in the construction of new facilities or alterations to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of school services provided to the residents of the Harbor LA CPAs, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to schools is based on whether a significant impact will result from the construction of new or expanded school facilities to non-school property.

The discussion of impacts to public schools addresses impacts for the entirety of the Harbor LA CPAs. Public school service needs are dependent on the size of the service population and the geographic area served. This analysis estimates the number of students that would be generated by reasonably anticipated development with the Proposed Plans using LAUSD student generation rates and assesses whether existing and planned LAUSD school facilities expected to serve the Harbor LA CPAs would have sufficient available capacity to accommodate the students.[39] If there would not be sufficient available capacity, the EIR will consider whether new school facilities will be needed and if foreseeable, whether the construction of the school facilities will result in a significant impact.

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39 Los Angeles Unified School District, *Student Generation Rate Calculation*, Los Angeles Unified School District, *Commercial/Industrial Development School Fee Justification Study*, February 2018, available online at: https://achieve.lausd.net/cms/lib/CA01000043/Centricity/Domain/921/LAUSD%20Dev%20Fee%20Study%202018%20FINAL.pdf, accessed September 6, 2022.

4.14.3.5 Impacts

Threshold 4.14-3 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?**

This impact would be less than significant.

The reasonably anticipated development under the Proposed Plans would increase to approximately 161,345 residents, 47,202 housing units, and 62,339 jobs by year 2040, which would be a population increase of approximately 37,917 residents compared to the estimated 2019 population. Non-residential uses, including commercial, industrial and public facility uses, would increase to approximately 40,185,446 square feet. As summarized in **Table 4.14-12, Anticipated Student Generation in the Harbor LA CPAs**, residential and non-residential development accommodated by the Proposed Plans would result in approximately 22,572 students by 2040. Of this total, an estimated 11,626 would enroll in elementary school, 3,342 would enroll in middle schools, 6,688 would enroll in high school, and 916 would enroll in specialized day care.

Table 4.14-12
Anticipated Student Generation in the Harbor LA CPAs

	Units/Square Feet	Student Generation				
		Elementary (TK-5)	Middle School (6-8)	High School (9-12)	SDC	Total Students Generated
Existing (2019)						
Residential	36,275 DU	8,231	2,216	4,701	704	15,852
Non-Residential[1]	14,397,978 SF	328	164	204	-	697
Existing (2019) Total	-	**8,630**	**2,399**	**4,946**	**710**	**16,549**
Future (2040) No Project / Existing Plan						
Residential	39,158 DU	8,885	2,393	5,075	760	17,113
Non-Residential [2]	23,991,227 SF	547	274	341	-	1,162
Existing Plan (2040) Total	-	9,432	2,667	5,416	760	**18,275**

Proposed Plans (2040)						
Residential	47,202 DU	10,710	2,884	6,117	916	20,627
Non-Residential[2]	40,185,446	916	458	571	-	1,945
Proposed Plans (2040) Total	-	11,626	3,342	6,688	916	**22,572**

Note: du = dwelling units; sf. = square feet; TK = Transitional Kindergarten; SDC= Specialized Day Care
Non-residential uses include commercial, industrial, and public facilities.
1 Student generation rates for residential use is based on Level 1 – Developer Fee Justification Study for Los Angeles Unified School District (LAUSD 2017d). Residential Generation Rates: Elementary: 0.2269/du, Middle School: 0.0611/du, High School: 0.1296 /du, SDC: 0.0194/du
2 Non-residential uses can generate increases in student enrollment when local employees opt to send their children to schools in the area of their employment. Student generation rates for non-residential use is based on the average of office and retail/service student generation rates for a conservative estimate, taken from the LAUSD Commercial/Industrial Development School Fee Justification Study, September 2010 (LAUSD 2010). Nonresidential Generation Rates: Elementary: 0.0228/1,000 sf, Middle School: 0.0114/1,000 sf, High School: 0.0142/1,000 sf. Non-residential uses include commercial, industrial, and public facilities.

LAUSD enrollment is expected to decline by almost 30 percent over the next decade.[40] The COVID-19 pandemic has accelerated the declining enrollment due to increases in remote learning. Declining enrollments are also a result of families moving to more affordable areas outside of the City and the growth of charter schools. LAUSD's Choices program provides families with the ability to send their children to a school other than their 'home' school. LAUSD also offers 'zone of choice' which allows children to attend any one of the schools within a given neighborhood. Together these programs help relieve overcrowding at schools that are operating at or above capacity. Independent charter schools also help alleviate issues with schools that are operating at or over capacity by providing additional schooling options.

Within the Harbor LA CPAs boundaries, there are several private schools, including parochial schools. These schools are open to students within and outside of the Harbor LA CPAs. With population expansion through 2040, it is reasonable to assume that some of these schools would also increase capacity which will further alleviate pressure on the LAUSD system. Furthermore, there have been recent investments by LAUSD to expand school capacity. LAUSD has constructed 131 new schools as a result of the last School Construction Bond, which began in 1997, and expanded 65 existing school campuses.[41] Since 2017, LAUSD has built two additional schools, including a redevelopment of the Harbor Teacher Preparation Academy within the Harbor LA CPAs.[42] In 2020, an additional $7 billion School Construction Bond was approved

40 Howard Blume, "LAUSD expects enrollment to plummet by 'alarming' 30% in the next decade," *Los Angeles Times*, May 18, 2022, available online at: https://www.latimes.com/california/story/2022-05-18/l-a-unified-enrollment-expect-to-plummet-leading-to-academic-and-employment-worries, accessed October 25, 2022.

41 Howard Blume, "Q&A: The huge L.A. school construction project is done, so what does it add up to?" *Los Angeles Times*, August 21, 2017, available online at: https://www.latimes.com/local/california/la-me-edu-la-school-construction-numbers-20170821-htmlstory.html, accessed January 18, 2023.

42 Los Angeles Unified School District, *Facilities Bond Project Monthly Update*, July 2022, available online at: https://my.lausd.net/webcenter/portal/OpenData/pages_topics/facilities, accessed January 18, 2023.

to continue efforts to upgrade aging school facilities.[43] For the 2018-2019 school year, 35 new magnet schools/centers were made available for LAUSD students under the LAUSD Choices program.

LAUSD's Facilities Division monitors growth and school capacity and determines future school needs. Due to declining enrollment, it is unlikely that LAUSD will need to expand existing schools and/or provide new facilities in order to accommodate the additional students generated as a result of the Proposed Plans. Nonetheless, General Plan Framework Element Policies 9.31.1, 9.32.1 through 9.32.3, 9.33.1, and 9.33.2 require the City to participate and integrate incentives for funding facilities in areas with deficiency in classroom seats; publish demographics and population estimates for school planning; to cooperate with LAUSD to expand school facilities commensurate with population growth; to explore alternatives for new school sites; and to strategize on planning and access for school facilities. In the event LAUSD constructs a new school or physically alters an existing facility, a project-specific environmental analysis would be required to address site-specific environmental concerns.

Furthermore, all development in California is subject to California Government Code Section 65995, which allows LAUSD to collect impact fees from developers of new residential and commercial/industrial space. Per SB 50, developer impact fees are the exclusive method for mitigating impacts on school facilities. In addition, SB 50 protects schools from overcrowding as it authorizes schools to collect fees, which would offset costs associated with increasing school capacity, as a result of development projects. Conformance to California Government Code Section 65995 and SB 50 are deemed to provide full and complete mitigation of school facilities impacts. These fees collected on residential and commercial development may be used to pay for all of the following: land (purchased or leased) for school facilities, design of school facilities, permit and plan checking fees, construction or reconstruction of school facilities, testing and inspection of school sites and school buildings, furniture for use in new school facilities, and interim school facilities (purchased or leased) to house students generated by new development while permanent facilities are constructed. Such development would assist in funding efforts necessary to alleviate school overcrowding and would ensure that new development under the Proposed Plans would bear its fair share of the cost of accommodating the additional students generated.

In sum, it is possible that new or expanded schools will be necessary in the future due to implementation of the Proposed Plans. However, the impact fees generated by residential and commercial developments will offset the costs of new facilities, and construction of those facilities would comply with all applicable laws, regulations, and ordinances. Any new school would be subject to environmental review and

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43 Los Angeles Unified School District, *Board Places $7 Billion School Construction Bond Issue on the Ballot for November 3, 2020*, available online at: https://achieve.lausd.net/site/default.aspx?PageType=3&DomainID=4&ModuleInstanceID=4466&ViewID=6446EE88-D30C-497E-9316-3F8874B3E108&RenderLoc=0&FlexDataID=94008&PageID=1.

mitigation measures would be required to address any potentially significant impacts. To the extent construction would result in any impacts those would be similar to other infill development analyzed throughout this EIR. As a result, the Proposed Plans would not result in adverse impacts associated with the provision of new or expanded school facilities, and impacts would ***be less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.14.3.6 Cumulative Impacts

The geographic context for this cumulative analysis is the City as served by LAUSD. The Proposed Plans along with cumulative projects from other plans (such as surrounding community plans, the Los Angeles County General Plan and SCAG's RTP/SCS) could increase student enrollment possibly causing the need for new or expanded facilities. However, as LAUSD recently constructed schools throughout the City and is now experiencing declining enrollment, the construction of new schools is not anticipated to be necessary. LAUSD's Facilities Division monitors growth and school capacity and determines future school needs. In general, impacts as a result of construction of new schools would be confined to the immediate area of each school. Therefore, the Proposed Plans would not make a cumulatively considerable contribution to impacts related to school capacity and new school construction. Impacts would be less than significant.

4.14.4 LIBRARIES

4.14.4.1 Existing Environmental Setting

The Los Angeles Public Library (LAPL) System provides library services for the City of Los Angeles. The LAPL System includes the Central Library, eight regional branch libraries, 72 community branches, and four bookmobiles. The LAPL collection includes more than 6.5 million items, including digital and print items that are borrowed more than 15 million times a year. The library system also offers an array of other services to the LA community, such as homework help, story-time, professional development services, lecture series, music and arts events, and a summer reading series for kids. In total, LAPL offers more than 18,000 public programs a year.[44] LAPL members have access to materials housed at libraries throughout

44 Los Angeles Public Library, *Los Angeles Public Library Strategic Plan, 2015-2020*, 2015.

the LAPL system through the library loan program and can pick up materials at whichever library is most convenient. All branch libraries also provide free access to computer workstations, which allow patrons to fully access the Internet and the LAPL's electronic resources, including the online catalog, subscription databases, word processing, language learning, and collections of historic documents and photographs. The LAPL website is also specially designed to allow accessibility for children, teens, and Spanish-speakers.

The LAPL operates two libraries within the Harbor LA CPA, **Table 4.14-13, Public Libraries Servicing the Harbor LA CPAs** provides facts about the individual libraries. **Figure 4.14-3** shows the location of these libraries.

The LAPL Branch Facilities Plan within the LAPL Strategic Plan (detailed below) as shown in **Table 4.14-14, LAPL Branch Facilities Plan – Library Building Size Standards** outlines guidelines for the size of City library facilities based on the location and population served in each community. The Branch Facilities Plan within the Strategic Plan also outlines guidelines for the expansion of City library facilities based on the location and population served in each community. The LAPL Branch Facilities Plan sets the following criteria:

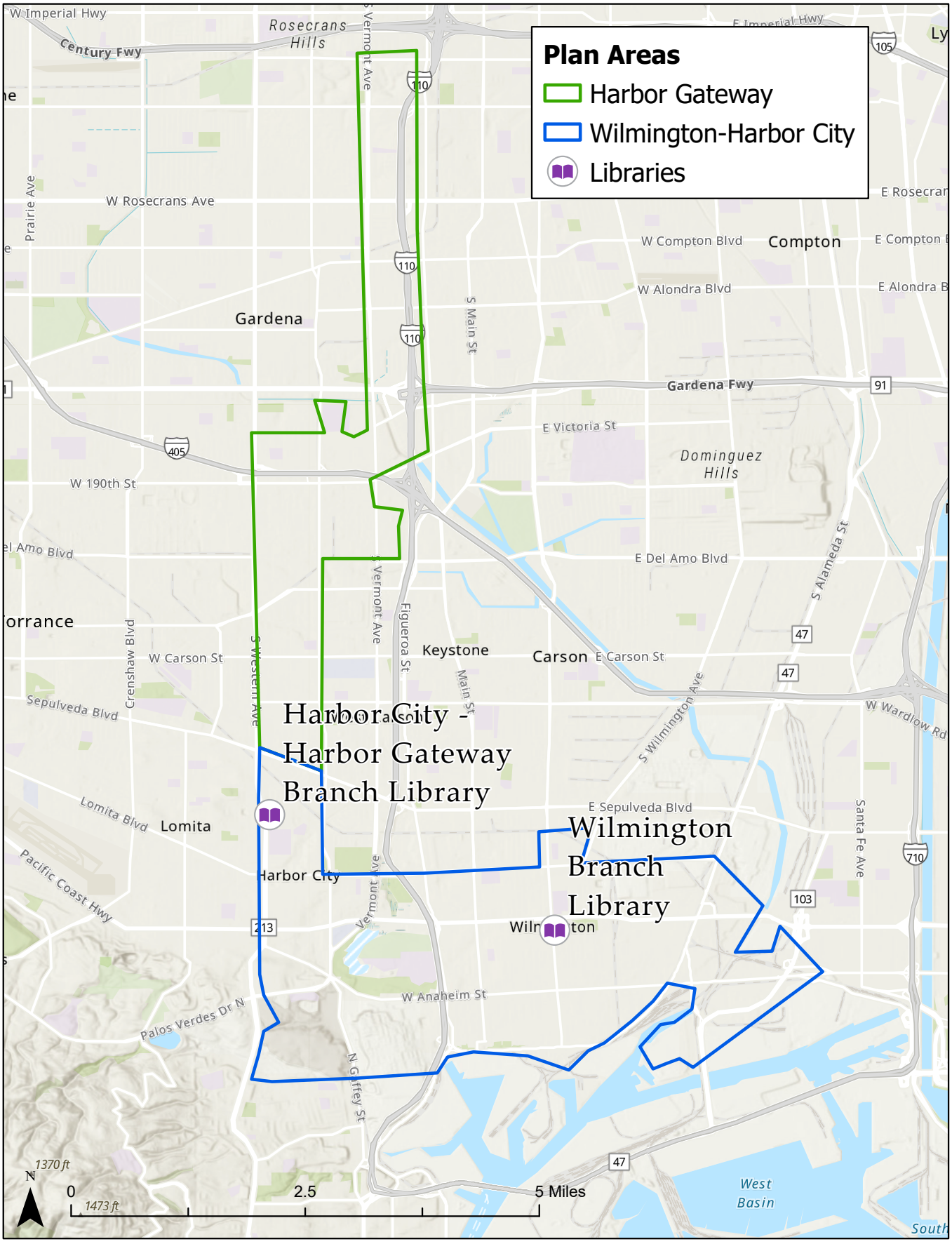
The recommended sizes are 12,500 sf facilities for communities with less than 45,000 population and 14,500 sf facilities for communities with more than 45,000 population. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for that area.[45]

Based on the LAPL Branch Facilities Plan criteria, the Harbor City - Harbor Gateway Library meets the recommended LAPL standards, while the Wilmington Branch Library does not. There are no current plans for the construction of new library facilities or expansion of existing library facilities in the Harbor LA CPAs.[46]

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45 Los Angeles Public Library, *Building on Success: Strategic Plan, 2007–2010*, available online at: https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/K402.pdf, accessed October 25, 2022

46 City of Los Angeles Public Libraries, available online at: https://www.lapl.org/, accessed on September 6, 2022.



SOURCE: Esri, 2022

FIGURE **4.14-3**

IMPACT SCIENCES

Public Libraries Serving Harbor LA Community Plan Areas

1264.010•09/22

Table 4.14-13
Public Libraries Serving the Harbor LA CPAs

Library / Address	Collection Size	Building Size (sf)	Population Served	Square Feet per Person	Volumes per Person
Harbor City - Harbor Gateway Branch Library 24000 S. Western Harbor City, CA 90710	48,609	14,560	52,463	0.270	0.92
Wilmington Branch Library 1300 N. Avalon Boulevard Wilmington, CA 90744	57,202	10,800	52,349	0.206	1.09

Source: Los Angeles Public Library; Impact Sciences, Inc., 2022.

4.14.4.2 Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding library services at the local level. As described below, these plans, guidelines, and laws include the following:

- City of Los Angeles General Plan Framework Element
- Los Angeles Public Library (LAPL) Building on Success: Strategic Plan 2007-2010
- LAPL Branch Facilities Plan

Federal

There are no federal library services regulations applicable to the Proposed Plans.

State

There are no state library services regulations applicable to the Proposed Plans.

Local

City of Los Angeles General Plan Framework Element. The City's General Plan Framework, adopted in December 1996 and readopted in August 2001, provides general guidance regarding land use issues for the entire City and defines Citywide policies regarding land use, including infrastructure and public services. The City's objectives regarding the provision of adequate library services and facilities to meet the needs of the City's residents are set forth in Objectives 9.20 and 9.21. Objective 9.21 proposes to ensure library services for current and future residents and businesses. Under the Framework Implementation Programs, Plans and Policies Chapter, Framework Policy 13, the Department of Libraries is charged with the

responsibility of updating the Library Master Plan to provide sufficient capacity to correct existing deficiencies as well as meet the needs of future population. The implementation plans and policies set forth in the General Plan Framework were addressed through the 2007 LAPL Branch Facilities Plan (Facilities Plan) (discussed further below).[47]

Los Angeles Public Library (LAPL) Branch Facilities Plan. The Los Angeles Public Library Branch Facilities Plan was first adopted in 1988 and later revised in 2007 as Appendix VI of the Los Angeles Public Library Strategic Plan 2007-2010. The 1988 Branch Facilities Plan became the blueprint for the most significant change in the Los Angeles Public Library infrastructure in its history. Based on the Facilities Plan and the construction funds obtained in the subsequent bond issues, 90 percent of the library infrastructure was replaced in a fifteen-year period. The Facilities Plan guides the construction of branch libraries and specifies standards for the size and features of branch facilities based on the population served in each community.[48] Facility needs and population growth projections to the year 2030 are forecasted within the Strategic Plan. The Facilities Plan within the Strategic Plan also outlines guidelines for the expansion of City library facilities based on the location and population served in each community. Under the Facilities Plan, the service population for a branch library is determined by the size of the facility as set forth in **Table 4.14-14, LAPL Branch Facilities Plan – Library Building Size Standards.**

Table 4.14-14
LAPL Branch Facilities Plan – Library Building Size Standards

Library Type	Population Served	Size of Facility (sf)
Local Branch	< 45,000	12,500
Local Branch	> 45,000	14,500
Regional Branch	Unspecified	≤ 20,000
Central Library	System-Wide	Unspecified
Level at which new Branch Library is recommended	90,000	12,500-14,500

Source: Los Angeles Public Library, Building on Success: Strategic Plan, 2007–2010, Available online at: https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/K402.pdf. Accessed October 25, 2022

The 2007 Branch Facilities Plan is the basic document driving future development of LAPL facilities. As such, it provides guidance on the preparation of cost estimates for property acquisition, design and

47 City of Los Angeles, Department of City Planning, *City of Los Angeles General Plan Framework,* Objectives 9.20 and 9.21, available online at: https://planning.lacity.org/cwd/framwk/chapters/09/09.htm#libraries, accessed September 6, 2022.

48 Los Angeles Public Library, *Building on Success: Strategic Plan, 2007–2010*, available online at: https://www.lapl.org/sites/default/files/media/pdf/about/Strategic_Plan.pdf, accessed June 21, 2022.

construction of proposed library projects, and analyses of options for obtaining funding to build new libraries.

Los Angeles Public Library Strategic Plan 2015-2020. The Los Angeles Public Library Strategic Plan 2015–2020[49] (Strategic Plan) sets forth LAPL's goals and objectives focused on providing library services within existing library facilities. The goals and objectives discussed in the Strategic Plan focus on community development and program expansion in an effort to increase the number of people who use the library services, increase the number of library card holders, and increase residents' overall engagement with the library. Through Measure L, approved in March 2011, LAPL would also be able to expand its services, collections and technology. The LAPL Strategic Plan 2015-2020 is a five-year plan to detail expanded programs and services, referred to as Key Activities within the Plan, offered by LAPL.[50]

4.14.4.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to library services if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services.

4.14.4.4 Methodology

The following analysis focuses on determining whether the Proposed Plans would result in adverse physical impacts to the environment due to the expansion or construction of new library facilities. Whether additional facilities would be required is determined primarily by considering the adequacy of existing library services, impacts of the Proposed Plans on demand for library services, and input provided by LAPL staff.

The need for, or deficiency in adequate library facilities to serve the residents or users of the Harbor LA CPAs are not in and of itself a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* [2015]). To the extent that the Proposed Plans cause a need for additional library services and

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49 Los Angeles Public Library, *Strategic Plan 2015–2020*. 2015, available online at: https://www.lapl.org/sites/default/files/media/pdf/about/LAPL_Strategic_Plan_2015-2020.pdf, accessed June 21, 2022.

50 Los Angeles Public Library, *Strategic Plan 2015–2020*, 2015, available online at: https://www.lapl.org/sites/default/files/media/pdf/about/LAPL_Strategic_Plan_2015-2020.pdf, accessed June 21, 2022.

facilities and that results in the construction of new facilities or additions to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Any discussion in this EIR that relates solely to the level of library services provided to the residents or users of the Harbor LA CPAs and the surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to library services is based on whether a significant impact will result from the construction of new or altered library facilities as a result of the implementation of the Proposed Plans.

This analysis estimates the number of residents that would be generated by implementation of the Proposed Plans and assesses whether existing and planned public libraries expected to serve the Harbor LA CPAs would have sufficient available capacity to accommodate additional users and whether new facilities would need to be constructed, the construction of which would cause significant environmental impacts.

4.14.4.5 Impacts

Threshold 4.14-4 **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services?**

This impact would be less than significant.

Implementation of the Harbor LA CPAs are projected to increase the population to 161,345 residents, 47,202 housing units, and 62,339 jobs by year 2040, which would be a population increase of approximately 37,917 residents compared to the estimated 2019 population. This population increase is anticipated to increase the demand for library services and resources of the LAPL System. **Table 4.14-13, Public Libraries Serving the Harbor LA CPAs**, identifies libraries within the Harbor LA CPAs. Library statistics show that 75 percent of Los Angeles residents visit the library less than once a month, and 18 percent have not visited the library more than once in the last five years.[51] Thus, an increase in residents is unlikely to result in a substantial increase in annual visits to library facilities. Demand for library facilities may also be offset over time due to increased use of digital materials available through LAPL's online catalog; circulation of e-

51 Los Angeles Public Library (LAPL), *Los Angeles Public Library Strategic Plan, 2015-2020,* 2015.

media was expected to increase from 2,200,000 in 2014 to 3,000,000 in 2020 based on the 2015-2020 Strategic Plan.[52]

As discussed above, the Harbor City - Harbor Gateway Branch meets the LAPL's facility size criteria, while the Wilmington Branch does not. Implementation of the Proposed Plans would increase residential population and in turn could increase library demand. Based on the site selection criteria of 90,000 persons per library branch, the two existing libraries serving the Harbor LA CPAs could accommodate the expected population growth. However, as the one of existing facilities does not meet the standards, the demand for library facilities may not be met. However, while the Harbor City - Harbor Gateway Branch and Wilmington Branch are the only libraries within the Harbor LA CPAs, there are several nearby libraries just outside the CPAs, including the Signal Hill Public Library, 3.03 miles from the Harbor LA CPAs, the Mark Twain Neighborhood Library, 2.6 miles from the Harbor LA CPAs, the Alamitos Library, 3.1 miles from the Harbor LA CPAs, Dana Neighborhood Library, 3.39 miles from the Harbor LA CPAs, Lomita Library, 0.5 miles from the Harbor LA CPAs, and Southeast Branch Library, 0.5 miles from the Harbor LA CPAs. The Harbor City – Harbor Gateway Branch, Wilmington Branch, and nearby libraries will be able accommodate the Harbor LA CPAs' expected demand. Furthermore, overall use of branch facilities is declining in part due to the reliance on digital materials. The construction of any new facility would likely occur on an infill location and would be expected to result in the same types of impacts as described throughout this EIR. Based on the urban location and size, the construction of new libraries or expansion of an existing library would likely result in less than significant impacts and likely would qualify for an infill exemption. Therefore, impacts related to library services would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.14.4.6 Cumulative Impacts

The geographic context for this cumulative analysis is the City as served by the LAPL. Although library requirements are changing with increasing resources being available online, alleviating some of the need for library services and resources, the Proposed Plans along with cumulative projects from other plans (such as surrounding community plans, the Los Angeles County General Plan and SCAG's RTP/SCS) would increase the demand for library services, which may increase the need for additional library

52 Los Angeles Public Library (LAPL), *Los Angeles Public Library Strategic Plan, 2015-2020,* 2015.

facilities. The construction of new library facilities would be confined to the immediate area of each library. No new library facilities are currently planned within the Harbor LA CPAs. The reasonably anticipated development under the Proposed Plans could cause an increase in demand for libraries services, but the demand could be met with existing facilities. The Branch Facilities Plan will continue to forecast future demand for library facilities throughout the City and strive to provide adequate facilities and related improvements to serve the existing and future population. It is assumed that if new facilities are determined to be necessary at some point in the future, such facilities would likely be located on an infill site, would qualify for an infill exemption and would not result in any construction impacts. This is based on the typical size of a library facility in the City. Further, as demand for library services is declining overall and most communities are well served, there is not anticipated to be a need for many new libraries during the Plan horizon. The need for any such facilities would be outlined in the LAPL master planning process. Therefore, the effect of the Proposed Plans with respect to libraries would not be cumulatively considerable. Impacts would be less than significant.

4.14.5 PARKS AND RECREATION

4.14.5.1 Existing Environmental Setting

The City of Los Angeles Department of Recreation and Parks manage and provide parks and recreational services throughout the City. City park and recreation facilities include more than 16,000 acres of parkland with over 444 park sites, including athletic fields, 422 playgrounds, 321 tennis courts, 184 recreation centers, 72 fitness areas, 62 swimming pools and aquatic centers, 30 senior centers, 26 skate parks, 13 golf courses, 12 museums, and nine dog parks. In addition, the Department of Recreation and Parks also operates 187 summer youth camps and supports the Summer Night Lights gang reduction and community intervention program.[53]

According to the City of Los Angeles Public Recreation Plan, parks can be classified as neighborhood, community, or regional. A neighborhood park should be a minimum of five acres in size (ideally 10 acres), with a service radius of a one-half-mile. A community park should be a minimum of 15 acres in size (ideally 20 acres), with a service radius of two miles. Regional parks are generally more than 50 acres in size and serve the City and region.[54] The Los Angeles County Department of Parks and Recreation manages regional parks, community parks, and golf courses that are available for all county residents to use.

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53 City of Los Angeles Department of Recreation and Parks, "About Us," available online at: http://www.laparks.org/department/who-we-are, accessed June 21, 2022.

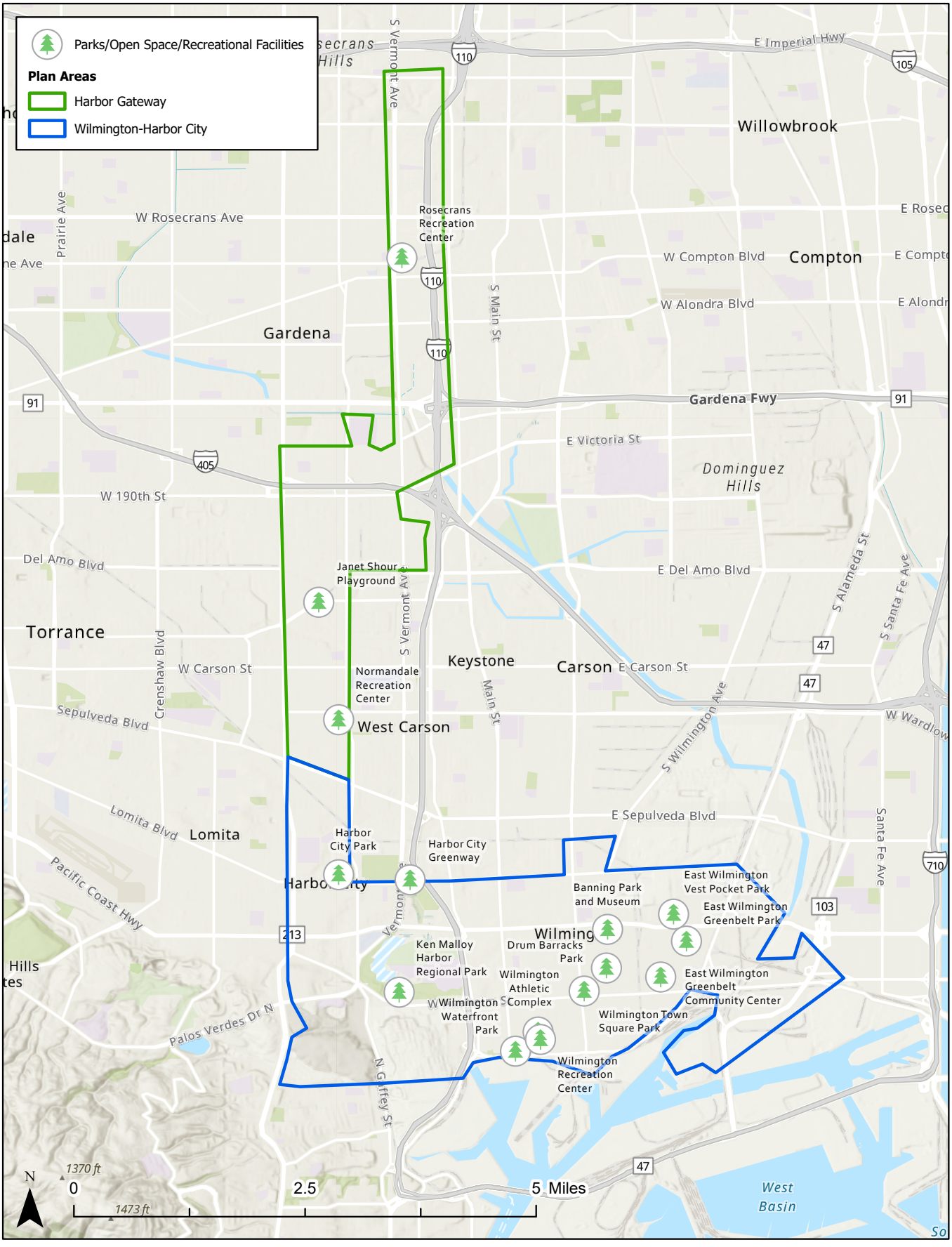
54 City of Los Angeles, *General Plan Public Recreation Plan*, 1980, available online: https://planning.lacity.org/Code_Studies/GeneralElement/PublicRecreationPlan.pdf, accessed on June 21, 2022.

In general, the Harbor LA CPAs are mostly built out and contains few areas of natural open space. Land designated Open Space consists of approximately two percent of the Harbor-Gateway CPA, scattered throughout the CPA, and 17 percent of the Wilmington-Harbor City CPA, clustered in the southwestern portion of the CPA, for a total of 432.5 acres. The most significant civic open space in the Harbor LA CPAs is Ken Malloy Harbor Regional Park. Currently, there are 16 parks and recreational facilities located within the Harbor LA CPAs that immediately serve the residents. These include one regional park, four community parks, five neighborhood parks, and five pocket parks as shown in **Table 4.14-15, Parks, Open Space, and Recreational Facilities in the Harbor LA CPAs**. **Figure 4.14-4, Parks, Open Space, and Recreational Facilities in the Harbor LA CPAs,** shows the locations of the parks and recreational facilities within the Harbor LA CPAs boundaries.

Table 4.14-15
Parks, Open Space, and Recreational Facilities in the Harbor LA CPAs

No.	Name	Location	Facility Type	Acres
	Ken Malloy Harbor Regional Park	25820 South Vermont Ave	Regional Park	291.7
			Regional Park Subtotal	**291.7**
	Harbor City Greenway	-	Community Park	25.0
	Wilmington Athletic Complex	421 Bay View Ave	Community Park	18.9
	Banning Park and Museum	1331 Eubank Ave	Community Park	21.1
	Wilmington Waterfront Park	West C Street	Community Park	33.4
			Community Park Subtotal	**98.4**
	Rosecrans Recreation Center	840 W 149th St	Neighborhood Park	10.5
	Normandale Recreation Center	22400 South Halldale Ave	Neighborhood Park	8.4
	Harbor City Park	24901 South Frampton Ave	Neighborhood Park	10.1
	Wilmington Recreation Center	325 Neptune Ave	Neighborhood Park	7.3
	East Wilmington Greenbelt Park	918 North Sanford Ave	Neighborhood Park	4.1
			Neighborhood Park Subtotal	**40.4**
	Janet Shour Playground	1490 Torrance Blvd	Pocket Park	0.1
	Drum Barracks Park	1058 N Banning Blvd	Pocket Park	0.4
	Wilmington Town Square Park	104 East I St	Pocket Park	0.5
	East Wilmington Greenbelt Community Center	918 Sanford Ave	Pocket Park	0.9
	East Wilmington Vest Pocket Park	1300 East O St	Pocket Park	0.1
			Pocket Park Subtotal	**2.0**
			Parks and Recreation Total	**432.5**

Note: Pocket Park (less than 1 acre); Neighborhood Park (1-10 acres); Community Park (10-50 acres); Regional Park (over 50 acres)
Source:
City of Los Angeles Department of Recreation and Parks, Los Angeles County GIS Data Portal, zimas.lacity.org; Impact Sciences, 2022; LA Parks Portal; Los Angeles Countywide Comprehensive Park & Recreation Needs Assessment Appendix A 2020. Available online at: https://opr.ca.gov/docs/20200624-PlanningForHealth-LosAngeles-case-study.pdf, accessed on October 6, 2021.



SOURCE: Esri, 2022

FIGURE **4.14-4**

IMPACT SCIENCES

Parks, Open Space, and Recreational Facilities in the Habor LA CPAs

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The City's Public Recreation Plan states that to meet long-range recreational standards, a project must have a minimum of two acres of neighborhood and community recreational facilities for every 1,000 persons and a minimum of two acres of neighborhood and local recreational facilities for every 1,000 persons.[55] Local recreation standards are long-range and may not be reached during the life of a Community Plan. As shown in **Table 4.14-15**, approximately 432.5 acres of recreational facilities are located within the Harbor LA CPA, consisting of 291.7 acres of regional park facilities, 98.4 acres of community parks, 40.4 acres of neighborhood parks, and 2.0 acres of pocket parks.

Using factors from the Public Recreation Plan, existing demand for Parks and Recreational facilities is approximately 802.5 acres of recreational facilities in the Harbor LA CPA, as detailed in **Table 4.14-16, Existing Demand for Parks and Recreational Facilities in the Harbor LA CPAs**. Currently, there is not a sufficient amount of total recreational acreage available in sum of pocket, neighborhood, community, and regional parks/recreational facilities. Based on the City's standards, there is a deficit of 205.6 acres of neighborhood parks, 147.6 acres of community parks, and 449.3 acres of regional parks in the Harbor LA CPA. The City has a parkland acres-to-population ratio of 4.23 acres per 1,000 residents. The Harbor LA CPAs have an overall parkland acres-to-population ratio of 3.50 acres per 1,000 residents.

Table 4.14-16
Existing Demand for Parks and Recreational Facilities in the Harbor LA CPAs

Recreational Facility Type	Population (2019)	Demand per 1,000 residents	Demand for Recreational Facilities[1]	Acres of Recreational Space Available	Acres of Surplus[2]	Demand Met
Pocket Parks	123,428	--		2.0	--	--
Neighborhood Parks		2 acres	246 acres	40.4	(205.6)	No
Community Parks		2 acres	246 acres	98.4	(147.6)	No
Regional Parks		6 acres	741 acres	291.7	(449.3)	No
Total		**10 acres**	**1,233 acres**	432.5	(802.5)	No

Source: Impact Sciences, 2023.
"—" indicates information is not available.
1 Existing demand is based on open space provisions as provided for each facility type by the City of Los Angeles Public Recreation Plan (i.e., 2 acres for every 1,000 residents for neighborhood facilities; 2 acres for every 1,000 residents for community facilities; 6 acres for every 1,000 residents for regional parks).
2 Parenthesis () denotes a deficient acreage.

55 City of Los Angeles, *General Plan Public Recreation Plan*, 1980, available online at: https://planning.lacity.org/Code_Studies/GeneralElement/PublicRecreationPlan.pdf, accessed on June 21, 2022.

As a response to the need for additional park and recreational facilities, Department of Recreation and Parks has implemented the 50 Parks Initiative which aims to better meet the park and recreational needs of the City's diverse communities by substantially increasing the number of citywide facilities, with a specific focus on densely-populated neighborhoods and communities lacking sufficient park space and recreational facilities.[56] The Department of Recreation and Parks is currently seeking opportunities to expand parkland within the Harbor LA CPAs but has not yet currently identified specific parcels for acquisition or development.

4.14.5.2 Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding recreation at the state and local levels. As described below, these plans, guidelines, and laws include the following:

- Quimby Act
- State Public Park Preservation Act of 1971
- City of Los Angeles Charter
- City of Los Angeles General Plan
- Los Angeles Municipal Code
- Los Angeles Department of Recreation and Parks 2009 Citywide Community Needs Assessment
- Department of Recreation and Parks 50 Parks Initiative
- Park Proud LA Strategic Plan 2018-2022

State

Quimby Act. California Government Code Section 66477, also known as the Quimby Act, was enacted by the California legislature in 1965. The Quimby Act authorizes cities and counties to enact ordinances requiring the dedication of land, or the payment of fees for park and/or recreational facilities in lieu thereof, or both, by developers of residential subdivisions as a condition to the approval of a tentative tract map or parcel map. As discussed below, the City implemented the Quimby Act in the City through the adoption of Los Angeles Municipal Code (LAMC) Sections 17.12, 12.33 and 19.17.

State Public Park Preservation Act of 1971 (PRC Section 5400–5409). This act provides for no net loss of parkland and facilities by prohibiting cities and counties from acquiring any real property that is in use as

[56] City of Los Angeles Department of Recreation and Parks, *Department of Recreation and Parks New Parks Initiative*, available online at: http://www.laparks.org/50parks, accessed September 6, 2022.

a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired.

Local

City of Los Angeles Charter. The City Charter established the Department of Recreation and Parks (RAP) to construct, maintain, operate, and control all parks, recreational facilities, museums, observatories, municipal auditoriums, sports centers and all lands, waters, facilities or equipment set aside or dedicated for recreational purposes and public enjoyment within the City. The Board of Recreation and Parks Commissioners oversees the RAP.

With regard to control and management of recreation and park lands, Section 594(c) of the City Charter provides that all lands set apart or dedicated as a public park shall forever remain for the use of the public inviolate. However, the Board of Recreation and Parks Commissioners may authorize the use of those lands for any park purpose and for other specified purposes.

City of Los Angeles General Plan

Framework Element. The City's General Plan Framework Element (adopted in December 1996 and readopted in August 2001) (Framework) includes park and open space policies for the provision, management, and conservation of Los Angeles' open space resources while addressing the outdoor recreation needs of the City's residents and is intended to guide the amendment of the General Plan's Open Space and Conservation Elements.

The Framework Chapter 9, Infrastructure and Public Services, contains policies and objectives that address the provision of parks within the City. These standards are addressed in the following policies:

Table 4.14-17
Relevant General Plan Policies

Framework Element - Chapter 6, Open Space and Conservation	
Policy 6.2.1	Establish, where feasible, the linear open space system represented in the Citywide Greenways Network map, to provide additional open space for active and passive recreational uses and to connect adjoining neighborhoods to one another and to regional open space resources.
Policy 6.2.2	Protect and expand equestrian resources, where feasible, and maintain safe links in major public open space areas such as Hansen Dam, Sepulveda Basin, Griffith Park, and the San Gabriel, Santa Monica, Santa Susanna Mountains and the Simi Hills.
Policy 6.4.1	Encourage and seek to provide for usable open space and recreational facilities that are distributed throughout the City.

Framework Element - Chapter 6, Open Space and Conservation	
Policy 6.4.2	Encourage increases in parks and other open space lands where deficiencies exist, such as South East and South Central Los Angeles and neighborhoods developed prior to the adoption of the State Quimby Act in 1965
Policy 6.4.3	Encourage appropriate connections between the City's neighborhoods and elements of the Citywide Greenways Network.
Policy 6.4.5	Provide public open space in a manner that is responsive to the needs and wishes of the residents of the City's neighborhoods through the involvement of local residents in the selection and design of local parks. In addition to publicly-owned and operated open space, management mechanisms may take the form of locally run private/non-profit management groups, and should allow for the private acquisition of land with a commitment for maintenance and public access.
Policy 6.4.6	Explore ways to connect neighborhoods through open space linkages, including the "healing" of neighborhoods divided by freeways, through the acquisition and development of air rights over freeways (such as locations along the Hollywood Freeway between Cahuenga Pass and Downtown), which could be improved as a neighborhood recreation resource.
Policy 6.4.7	Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources
Policy 6.4.8	Maximize the use of existing public open space resources at the neighborhood scale and seek new opportunities for private development to enhance the open space resources of the neighborhoods.
Policy 6.4.9	Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit station locations.
Policy 6.4.11	Seek opportunities to site open space adjacent to existing public facilities, such as schools, and encourage the establishment of mutually beneficial development agreements that make privately-owned open space accessible to the public. For example, encourage the improvement of scattered small open spaces for public access in private projects with small branch libraries, childcare centers, or decentralized schools.
Framework Element – Chapter 9, Infrastructure and Public Services	
Policy 9.23.2	Prioritize the implementation of recreation and park projects in areas of the City with the greatest existing deficiencies.
Policy 9.23.5	Re-evaluate the current park standards and develop modified standards which recognize urban parks, including multi-level facilities, smaller sites, more intense use of land, public/private partnerships and so on.
Policy 9.23.7	Establish guidelines for developing non-traditional public park spaces like community gardens, farmer's markets, and public plazas.
Policy 9.24.1	Phase the development of new programs and facilities to accommodate projected growth.

Source: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, re-adopted 2001.

Service Systems Element - Public Recreation Plan. As a part of the General Plan's Service Systems Element, the Public Recreation Plan (PRP) establishes policies and standards related to parks, and recreational facilities in the City. The PRP was adopted in 1980 by the Los Angeles City Council and amended by City Council resolution in March 2016. The amendments modernize the PRP's

recommendations and provide for more flexibility and equity in the distribution of funds used for the acquisition and development of recreational resources. The PRP also addresses the need for publicly accessible neighborhood, community, and regional recreational sites and facilities across the City. The PRP focuses on recreational site and facility planning in underserved neighborhoods with the fewest existing resources and the greatest number of potential users (i.e., where existing residential development generates the greatest demand), as well as areas where new subdivisions, intensification of existing residential development, or redevelopment of "blighted" residential areas creates new demand.

The amended PRP establishes general guidelines for neighborhood, community, and regional recreational sites and facilities that address general service radius and access as well as service levels relative to population within that radius. The PRP also states that the allocation of acreage for community and neighborhood parks should be based on the resident population within that general service radius. Toward this end, the amended PRP recommends the goals of 2.0 acres each of neighborhood and community recreational sites and facilities per 1,000 residents, and 6.0 acres of regional recreational sites and facilities per 1,000 residents. To determine existing service ratios, the RAP commonly uses the geographic area covered by the applicable Community Plan rather than the park service radius. The PRP does not establish requirements for individual development projects.

For a given neighborhood recreational site or facility, the amended PRP does not recommend a specific size, noting only that a school playground may partially serve this function (with up to one-half of its acreage counted toward the total acreage requirement [service level per capita]). The amended PRP does not define a specific service radius for neighborhood recreational sites and facilities, instead recommending that they should generally be within walking distance and not require users to cross a major arterial street or highway for access.

For community recreational sites and facilities, the amended PRP states that facilities may be of any size, but are generally larger than neighborhood parks, and a high school site may be counted toward half the acreage requirement/service level per capita. The amended PRP does not define a specific service radius for community recreational sites and facilities, instead recommending that they should generally be accessible within a relatively short bicycle, bus, or car trip, and easily accessible.

For regional recreational sites and facilities, the amended PRP states that facilities may be large urban recreational sites or smaller sites or facilities that draw visitors from across the City. The amended PRP does not define a specific service radius or further qualify access, stating only that the service radius should be that within a reasonable drive.

Health, Wellness, and Equity Element. The City's Plan for a Healthy Los Angeles, updated in 2021, which also serves as the City's environmental justice element, lays the foundation to create healthier and equitable communities for all Angelenos. As an Element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Chapter 3 of the Plan, Bountiful Parks and Open Spaces, outlines policies and objectives to increase the availability of parks through park funding and allocation, park expansion, the Los Angeles River, park quality and recreation programs, park safety, local partnerships, water recreation, and active spaces. Specifically, the objectives include:

- Increase the number of neighborhood and community parks so that every Community Plan Area strives for three acres of neighborhood and community park space per 1,000 residents (excluding regional parks and open spaces).
- Increase access to parks so that 75 percent of all residents are within a ¼ mile walk of a park or open space facility.
- Increase the number of schools (public, private, and charter) that have shared use agreements for community use outside of normal school hours by 25 percent.
- Increase the miles of the Los Angeles River that are revitalized for natural open space and physical activity, particularly in low-income areas.
- Increase the number of parks that feature or incorporate universally-accessible features.
- Improve the percentage of citywide population meeting physical fitness standards per week so that 50 percent of the population meets physical activity guidelines.

Los Angeles Municipal Code. In September 2016, the City adopted Ordinance No. 184,505, Parks Dedication and Fee Update Ordinance (Park Fee Ordinance). The aim of the Park Fee Ordinance is to increase the opportunities for park space creation and expand the fee program beyond those projects requiring a subdivision map to include a park linkage fee for all net new residential units. The Park Fee Ordinance amends LAMC Sections 12.21, 12.33, 17.03, 17.12 and 17.58, deletes LAMC Sections 17.07 and 19.01, and adds LAMC Section 19.17. The Park Fee Ordinance increases Quimby in-lieu fees, provides a new impact fee for non-subdivision projects, eliminates the deferral of park fees for market rate projects that include residential units, increases the fee spending radii from the site from which the fee is collected, provides for early City consultation for subdivision projects or projects with over 50 units in order to identify means to dedicate land for park space, and updates the provisions for credits against park fees. The Park Fee Ordinance went into effect on January 11, 2017.

LAMC Section 12.21 G requires that all residential developments containing six or more dwelling units on a lot provide, at a minimum, the following usable open space area per dwelling unit: 100 square feet for each unit having less than three habitable rooms, 125 square feet for each unit having three habitable rooms, and 175 square feet for each unit having more than three habitable rooms. LAMC Section 12.21 G also identifies what areas of a project would qualify as usable open space for the purposes of meeting the project's open space requirements.

As stated in LAMC Section 12.21 G, usable open space is defined as areas designated for active or passive recreation and may consist of private and common areas. Common open space areas must be readily accessible to all residents of the site and constitute at least 50 percent of the total required usable open space. Common open space areas can incorporate recreational amenities such as swimming pools, spas, picnic tables, benches, children's play areas, ball courts, barbecue areas, and sitting areas. A minimum of 25 percent of the outdoor common open space area must be planted with ground cover, shrubs, or trees. Indoor recreational amenities can account for up to 25 percent of the usable open space requirements. Private open space is defined in an area that is contiguous to and immediately accessible from an individual dwelling unit, may have a dimension no less than six feet in any direction and must contain a minimum of 50 square feet, of which no more than 50 square feet per dwelling unit can be counted towards the total required usable open space.

LAMC Section 12.33, Park Fees and Land Dedication, authorized under the Quimby Act, requires developers of most residential projects to dedicate land and/or pay in-lieu fees for parks and recreational facilities. Specific requirements are determined based on the type of project and number of units. Under LAMC Section 12.33 D, the area of land within a residential subdivision that is required to be dedicated for parks and recreational uses is determined by the formulas provide therein. Land dedication and in-lieu fee payment are subject to the restrictions set forth in Section 12.33 (i.e., land must be used for park or recreational uses and fees must be used for the acquisition or development of, and not the operation or maintenance of, park land).

LAMC Section 12.33 G, Affordable Housing Exemption, allows new residential dwelling units that are rented or sold to persons or households of very low, low, or moderate income to receive an affordable housing exemption from the park fee and land dedication requirement. An affordable housing unit shall receive an exemption from the requirement for dedication of land for park and recreational purposes and/or payment of the park fee if the affordable housing unit is affordable to a household at or below 120 percent of the area median income. In projects with a mix of market-rate and affordable units, only the affordable housing units shall receive this exemption.

LAMC Section 12.33 H, Credits, allows private recreational areas developed within a project site for use by the particular project's residents to be credited as meeting up to 35 percent of the project's calculated land dedication and/or in-lieu fee requirement. Recreational areas that qualify under this provision of LAMC Section 12.33 H include, in part, indoor recreation areas, gyms, swimming pools, and spas (when the spas are an integral part of a pool complex). Furthermore, in accordance with LAMC Section 12.33 H.2, the recreational areas proposed as part of a project must meet the following standards in order to be credited against the requirement for land dedication: (1) each facility is available for use by all of the residents of a project; and (2) the area and the facilities satisfy the park and recreation needs of a project so as to reduce that project's need for public recreation and park facilities.

LAMC Section 21.10.3, Dwelling Unit Construction Tax, establishes the payment of a dwelling unit construction tax of $200 per new residential unit. The tax is to be paid to a "Park and Recreational Sites and Facilities Fund" for the acquisition and development of park and recreational sites and facilities. If park and recreation provisions (i.e., fees, improvements, or land dedication) have been made pursuant to LAMC Section 12.33, the fair market value of those provisions is credited against the payment of this tax.

Pursuant to LAMC Sections 17.12 and 17.58, a final subdivision map shall not be approved or recorded, unless a park fee has been paid or land within the subdivision has been dedicated to the City for park or recreational purposes. Park fee rates for residential subdivision and non-subdivision residential projects are identified in LAMC Section 19.17 and adjusted for inflation annually.

Los Angeles Department of Recreation and Parks 2009 Citywide Community Needs Assessment. In 2009, the Department of Recreation and Parks commissioned an update of the last Recreation and Parks Needs Assessment from 1999 as a preliminary step in developing a citywide park master plan and five-year capital improvement plan. The report provides an inventory of existing facilities, defines geographic areas of need and recommended facilities to serve specific populations, and identifies priorities for additional parks and recreation facilities. The report provides a more current assessment of conditions and future needs compared to the PRP, while the PRP recommends the ratios of park acreage per person used in the analysis.

Department of Recreation and Parks 50 Parks Initiative. In response to the 2009 Citywide Community Needs Assessment, the Department of Recreation and Parks developed the 50 Parks Initiative with the purpose of substantially increasing the number of parks and facilities available across the City, with a specific focus on densely populated neighborhoods and communities that lack sufficient open space and recreational services.

Park Proud LA Strategic Plan 2018-2022. The Park Proud LA Strategic Plan (Strategic Plan) is the most recent strategic plan for the Department of Recreation and Parks, effective from 2018 until 2022. The

Strategic Plan highlights critical work that needs to be accomplished over the next several years to ensure that the City has an accessible, equitable, and first-class park system. The Strategic Plan reflects chief priorities of the RAP, confronts new and existing challenges, and lays the framework to pursue new opportunities. Within the Strategic Plan, there are over two dozen outcomes organized under the following seven high-level priority goals:

- Provide safe and accessible parks;
- Offer affordable and equitable recreation programming;
- Create and maintain world class parks and facilities;
- Actively engage communities;
- Ensure an environmentally sustainable park system;
- Build financial strength and innovative partnerships; and
- Maintain a diverse and dynamic workforce.

4.14.5.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to parks and recreation if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered recreational facilities, need for new or physically altered recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. (Based on the nature of the Proposed Plans, the City finds that this threshold question will be answered in the third threshold questions below, as both threshold questions relate to impacts from the construction of park or recreational facilities.)

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.14.5.4 Methodology

The need for or deficiency in adequate park and recreation facilities to serve the residents or users of the Harbor LA CPAs or the City is not in and of itself a CEQA impact, but a social or economic impact. (*City of Hayward v. B'd of Trustees* [2015] 242 Cal.App. 4th 833, 843). To the extent that the Proposed Plans cause a need for additional recreational services and facilities and that results in the construction of new facilities

or additions to existing facilities and the impact from that construction results in a potential impact to the environment, that is a CEQA impact that needs to be assessed in this EIR. Additionally, the deterioration of existing recreational facilities and parks caused by the Proposed Plans is a CEQA impact that needs to be assessed in the EIR. Any discussion in this EIR that relates solely to the level of park services provided to the residents or users of the Harbor LA CPAs and the surrounding community, including any existing or future needs and deficiencies, is for informational purposes only. The ultimate determination of whether there is a significant impact related to park and recreational services is based on whether a significant impact will result from the construction of new or altered park and recreational facilities or where existing park and recreational facilities will be substantially physically deteriorated as a result of the implementation of the Proposed Plans.

This analysis estimates the number of residents that would be generated by implementation of the Proposed Plans and assesses whether existing and planned public parks and recreational facilities expected to serve the Harbor LA CPAs would have sufficient available capacity to accommodate additional users and whether new facilities would need to be constructed, the construction of which would cause significant environmental impacts; and whether the Proposed Plans will result in substantial physical deterioration to park and recreational facilities.

4.14.5.5 Impacts

Threshold 4.14-5 **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

This impact would be significant and unavoidable.

Reasonably anticipated development within the Harbor LA CPAs are approximately to result in 161,345 residents, 47,202 housing units, and 62,339 jobs by year 2040, which would be a population increase of approximately 37,917 residents compared to the estimated 2019 population**.** This increase in population would augment the use of existing and planned parks and recreational facilities in and around the Harbor LA CPAs, particularly in residential areas. Residential development would be encouraged along mixed-use corridors. The addition of residential development in the Harbor LA CPAs and associated population growth and park use would contribute to the deterioration of the existing and planned recreational facilities listed in **Table 4.14-15**.

Developers of future residential projects in the Harbor LA CPAs would be required to pay park mitigation fees (for non-subdivision projects) or dedicate land or pay Quimby in-lieu fees (for subdivision projects). Park fee amounts are reviewed and updated annually by the City. Payment of impact fees and the

anticipated enhancement or maintenance of facilities with funds provided by these fees would help offset the deterioration of existing recreational facilities.

The Proposed Plans aim to broaden the application of public realm and open space strategies to include major streets, the Los Angeles River, and local cemeteries. The Proposed Plans envision a diverse and integrated network of pedestrian pathways, paseos, plazas, green spaces, and landscaped streets that foster social life and support community identity. The Proposed Plans support this effort through inclusion of policies to support the provision of new recreational facilities, such as the following:

Harbor Gateway

- **LU 11.8** Support the development of major projects within the Regional Center that create livable communities with access to open space, hubs for employment, housing, community-serving facilities, and entertainment uses served by various transit options.
- **LU 18.4** Enhance the public realm in commercial areas by promoting quality and functional site orientation, architectural and landscape design, as well as vibrant streetscapes and public outdoor plazas.
- **LU 18.8** Support the connection of outdoor integrated spaces for area residents to shopping and gathering spaces such as outdoor dining, public plazas and other outdoor amenities that are universally accessible.
- **LU 18.20** Configure buildings around interior courtyards, outdoor passages (paseos), and arcades that can be seamlessly integrated with the public realm and open spaces.
- **LU 21.1** Encourage innovative design strategies that help to improve physical connections to parks and promote the use of open spaces.

Wilmington-Harbor City

- **LU 15.7** Encourage the integration of pedestrian amenities, outdoor plazas and public areas, lighting, shade trees, outdoor dining and open spaces to create destinations for area residents to shop and gather.
- **LU 20.1** Prioritize new development in the Coastal Zone that is coastal dependent or that provides for public recreation, outdoor educational programming and access to the coast.

- **EJ 3.1** Promote public health and environmental sustainability outcomes that reduce greenhouse gas emissions, expand access to green and healthy spaces, improve air quality, encourage physical activity, and provide all residents with the opportunity to access good jobs.

- **EJ 3.8** Expand green spaces that include improved public amenities that facilitate outdoor activities such as sitting, strolling, and conversing, including seating for comfort and landscaping for shade and aesthetics.

Additionally, in both the Proposed Harbor Gateway and the Proposed Wilmington-Harbor City Plans' Public Realm and Open Space chapters have several goals to expand and improve public spaces in the community including:

- **PO Goal 1** A community with adequate open space, recreational, and park facilities that serve every neighborhood.

- **PO Goal 2** Diverse public spaces and improved streetscapes provide safe and pleasant places for the community to gather and socialize.

- **PO Goal 3** Unique wildlife habitats and ecologically important areas within parks and recreation areas that are preserved in a natural state, for the protection of plant and animal species, and for public enjoyment.

- **PO Goal 4** A community with an ample urban forest that improves the environment, enhances aesthetics and creates a sustainable microclimate.

- **PO Goal 5** Ample opportunities exist for urban farming and community gardens that provide fresh food.

To meet long-range recreational standards identified in the City's Public Recreation Plan, a minimum of two acres of neighborhood and community recreational facilities for every 1,000 persons should be provided to the community.[57] To meet short- and intermediate-range recreational standards, a minimum of one acre of neighborhood and community parks for every 1,000 persons. The population of the Harbor LA CPAs are anticipated to increase to approximately 161,345 residents by the year 2040, which would be a population increase of approximately 37,917 residents compared to the estimated 2019 population.

[57] City of Los Angeles, *General Plan Public Recreation Plan*, 1980, available online at: https://planning.lacity.org/Code_Studies/GeneralElement/PublicRecreationPlan.pdf, accessed September 6, 2022.

As shown in **Table 4.14-18**, **Future (2040) Demand for Recreational Facilities in the Harbor LA CPAs**, reasonably anticipated 2040 population associated with the Proposed Plans would create demand for an additional 811.0 acres of park space within the Harbor LA CPA. Neighborhood parks are in an existing deficit of 205.6 acres with 40.4 acres of neighborhood parks currently available; the demand in 2040 would be for 117.1 additional acres. Thus, the demand is anticipated to not be met. Community parks are currently in an existing deficit of 147.6 acres with 98.4 acres of community parks available; the demand in year 2040 would be for an additional 175.1 acres. Thus, the demand is not anticipated to be met. Regional parks are currently in a deficit of 449.3 acres with 291.7 acres of community parks available and year 2040 demand would be for an additional 518.8 acres in the region.

Table 4.14-18
Future (2040) Demand for Recreational Facilities in the Harbor LA CPAs

Facility	Reasonably Anticipated 2040 Population	Demand for Recreational Facilities per 1,000[1]	Demand for Recreational Facilities[1]	Existing Deficit (2019)	Additional Acres of Demand in 2040	Demand Met
Pocket Parks	161,345	--		--	--	--
Neighborhood Parks		2 acres	322.7	(205.6)	117.1	No
Community Parks		2 acres	322.7	(147.6)	175.1	No
Regional Parks		6 acres	968.1	(449.3)	518.8	No
TOTAL		10 acres	1,613.5	(802.5)	811.0	No

Note:
[1] Recommended standard per the City of Los Angeles Public Recreation Plan (i.e., 2 acres for every 1,000 residents for neighborhood facilities; 2 acres for every 1,000 residents for community facilities; 6 acres for every 1,000 residents for regional parks).
Source: Impact Sciences, 2021

Existing regulations and the Proposed Plans' policies would provide funding for the provision of new recreational facilities and some Proposed Plans' policies would also support the maintenance of existing facilities. However, as discussed in the Setting, existing and planned parks serving the Harbor LA Plan Areas currently fail to meet the City's goal for neighborhood and community parks; therefore, although recreational needs are often met in different ways in highly urban settings (e.g., use of private gymnasiums and recreational facilities, use of public rights-of-way for walking and jogging), the increase in population accommodated by the Proposed Plans combined with the constraints on new park development in urbanized areas of Los Angeles would be expected to substantially increase demands upon existing recreational facilities. All of the parks listed in **Table 4.14-15** could be adversely affected by the increase in population for the Proposed Plans, which may cause and accelerate deterioration of those existing parks. Impacts related to the deterioration of existing parks would be ***potentially significant***.

Mitigation Measures

The Quimby Act requires developers of residential projects (except affordable housing units and second dwelling units) to dedicate land for park and recreation purposes, or pay a fee in lieu thereof, prior to obtaining a permit. As discussed above, the city collects fees, will require open space under updated fee and Quimby program, but there is not adequate land at reasonable costs to meet the City's park needs. The City has not identified any feasible mitigation to address the impact related to deterioration of existing parks.

Significance After Mitigation

Significant and unavoidable as to deterioration of existing parks.

Threshold 4.14-6 Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

This impact would be less than significant.

Based on the City's two acres of neighborhood and community parks each per 1,000 persons goal, development facilitated by the Proposed Plans would generate demand for up to 1,181 acres of additional parks to meet City standards. For this reason and because Proposed Plans' policies support the development of new park facilities, the Proposed Plans are anticipated to result in the construction of new recreational facilities. However, several constraints would limit the number and size of new park facilities constructed in the Harbor LA CPA, including the following:

1. A scarcity of vacant or underused land
2. High cost of real estate in Los Angeles
3. Competition with other identified community priorities, such as affordable housing

The 50 Parks Initiative exemplifies the kind of park facilities the City is currently implementing and is likely to continue implementing in the dense urban areas of Los Angeles. Most of the parks are pocket parks less than an acre in size with playground structures and exercise machines. These parks typically include zero or minimal structures and green space, and, because they are intended to serve the local community and be accessible by foot and bike, do not provide parking. The construction and operation of such small-scale facilities would be expected to have minimal environmental impacts. For example, it is anticipated that

these parks would be located on vacant lots lacking biological or cultural resources; generate minimal vehicle traffic to the site, which would limit air quality, greenhouse gas, noise, and transportation impacts; and be able to accommodate a limited number of people due to their small size, which would reduce park noise levels.

Construction of new or expanded neighborhood or pocket park facilities to serve the Harbor LA CPAs would occur in an urban center. Construction of new parks would be required to comply with applicable federal, State, and local regulations and policies discussed in this EIR, such as NPDES permit requirements, the City's Tree Ordinance and Noise Ordinance, and the California Building Code, including CALGreen requirements.

Potential environmental impacts of construction and operation of any new parks, as an allowed land use, have been evaluated throughout this EIR. Construction and operational impacts to air, noise, traffic, as well as other impacts of new developments are discussed throughout this EIR. It is not foreseeable that impacts from the construction of new or expanded parks in the Harbor LA CPAs would have greater or different impacts than those identified in this EIR for construction or operations. Based on the urban location and the limited land available, the construction of a new park facilities would likely qualify for an infill exemption or result in less–than-significant impacts with standard regulatory compliance measures and project specific design features or project specific mitigation measures identified through a project EIR or mitigated negative declaration. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Furthermore, the construction of a new park facility or expansion of an existing park facility would require a project-specific environmental analysis under CEQA to address any site-specific environmental concerns. Therefore, impacts related to recreational facilities would ***be less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.14.5.6 Cumulative Impacts

Future citywide development is expected to increase the City's residential population from just over 4 million persons in 2016 to more than 4.6 million persons in 2040, an increase of about 600,000 residents. This increase would exacerbate the existing need for new or expanded recreational facilities over time. In

the absence of new parks, the citywide increase in park demand would be expected to accelerate the deterioration of existing parks, which would be a potentially significant cumulative impact. As discussed under **Impact 4.14-4**, the Proposed Plans would result in a potentially significant impact related to the deterioration of existing parks serving the Harbor LA CPAs since there is not adequate space to provide sufficient park acreage to meet the projected increase in demand for parks based on the City's adopted standards. This would constitute a cumulatively considerable contribution to the significant cumulative impact related to park deterioration. The Quimby Act and Mitigation Fee Act would ameliorate park and recreational demands but likely not enough to meet all the demand. As discussed above, given the existing deficit of neighborhood and community parks, the analysis identifies a significant impact of the Project on the deterioration of existing recreational and park facilities. Therefore, Proposed Plans would make a cumulatively considerable contribution to a significant cumulative impacts; thus, its cumulative impact is ***significant and unavoidable***.

With respect to the construction of new parks, the City is currently in the process of constructing new parks and recreational facilities to serve its residents, as exemplified by the 50 Parks Initiative, and is anticipated to continue to do so in the future to meet increasing demand for parks. Expansion or construction of new pocket, neighborhood, community, and regional parks, or other recreational facilities would have physical impacts to the environment (e.g., emissions of air pollutants, aesthetics impacts, noise impacts) that may be cumulatively significant. However, these impacts are likely to be localized, and construction is not likely to overlap. As a result, it is not anticipated that the Proposed Plans will result in cumulative impacts.

As discussed under **Impact 4.14-5** the Proposed Plans would not result in a significant impact because it would not involve the development of new parks with the potential to result in significant environmental effects. As such, the Proposed Plans would not substantially contribute to the potentially significant cumulative impact associated with new park construction. Cumulative impacts are ***less than significant***.

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4.15 TRANSPORTATION & TRAFFIC

INTRODUCTION

This section provides an overview of existing and potential future transportation and mobility conditions within and around the Harbor Gateway Community Plan Area and the Wilmington-Harbor City Community Plan Area, collectively identified as the as the Harbor LA Community Plans, Harbor LA Plans, or Proposed Plans, and the Harbor LA Community Plan Areas (CPAs). Topics addressed in this section include the environmental setting, circulation and mobility systems, regulatory framework, thresholds of significance, methodology, and mitigation measures related to transportation impacts associated with the Proposed Plans.

4.15.1 EXISTING ENVIRONMENTAL SETTING

Overview

Citywide Overview

The City of Los Angeles circulation system facilitates multiple modes of transportation including walking, bicycling, public transit, and motor vehicles and includes an extensive network of freeways, highways, and local streets.[1] The City contains over 7,500 miles of public streets that accommodate private motorized vehicles, taxis, freight vehicles, and transit vehicles. The transportation networks, services, and systems are described in more detail in the following sections.

Harbor LA Community Plan Areas Overview

The Harbor LA CPAs include the Harbor Gateway and Wilmington-Harbor City Community Plan Areas, which are located in the southern portion of the City of Los Angeles, near Los Angeles Harbor. The analysis in this EIR section evaluates the transportation network within the boundaries of the Harbor LA CPAs as well as the surrounding transportation network that could be potentially impacted by the Proposed Plans. For the purpose of the EIR transportation impact analysis, Existing Conditions (baseline) is defined as year 2019, which corresponds to the release of the Notice of Preparation (NOP).

The Harbor LA CPAs have an extensive street network and some transit options. Vehicular circulation continues to deteriorate due to historical over-reliance on the car as the primary mode of transportation.

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1 City of Los Angeles, *Mobility Plan 2035: An Element of the General Plan*, 2015, Adopted September 7, 2016, available online at: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed May 2, 2023.

There is a need for creating a transportation network for the Harbor LA CPAs that will better serve all modes of transportation, improve the efficiency of the overall system, and enhance livability along major boulevards.

The Harbor LA CPAs are served by a network of primarily gridded arterials. Local bus transit lines operate on most major and minor arterials. The Los Angeles County Metropolitan Transportation Authority (Metro), the City of Gardena's GTrans, and City of Torrance's Torrance Transit are the primary transit providers within the Harbor LA CPAs. The Metro J (Silver) Line provides a bus rapid transit route that runs north-south between El Monte, downtown Los Angeles, and the LA Harbor CPAs, with some trips continuing to San Pedro. There are two Metro J Line stations located within the Harbor Gateway CPA and one station located within the Wilmington-Harbor City CPA. From the Metro J Line, riders can transfer to the Metro C (Green) Light Rail Transit Line at the Harbor Freeway Station just north of the Harbor Gateway CPA or other Metro lines in downtown Los Angeles. Metro, GTrans, and Torrance Transit also include local bus service in the South Bay region. The transportation network in the Harbor LA CPAs are primarily auto and bus transit oriented. Pedestrian facilities primarily consist of sidewalks adjacent to roadways, and a limited bicycle network is provided.

Regional access is provided by the I-110 freeway in the north-south direction and I-405 and SR-91 in the east-west direction. There are several key boulevards and avenues, as well as collector and local streets. Major east-west corridors include (from north to south) 120th Street, El Segundo Boulevard, 135th Street, Rosecrans Avenue, Redondo Beach Boulevard, Alondra Boulevard, Gardena Boulevard, 182nd Street, 190th Street, Del Amo Boulevard, Torrance Boulevard, Carson Street, 223rd Street, Sepulveda Boulevard, Lomita Boulevard, Pacific Coast Highway, Anaheim Street and Harry Bridges Boulevard. Major north-south corridors include (from west to east) Western Avenue, Normandie Avenue, Gaffey Street, Vermont Avenue, Figueroa Street, Wilmington Boulevard, Avalon Boulevard, Alameda Street and Henry Ford Avenue.

Highway and Street System

The roadway network in the City of Los Angeles includes seven freeways that traverse the approximately 472 square miles of the City's land area and connect the City to its outer regions. They include seven interstates (I) including I-5, 10, 105, 110, 210, 405, and U.S. Highway 101. The City also includes 11 state highways (SR) including SR-1, 2, 47, 60, 90, 103, 110, 118, 134, 170, and 187.[2]

[2] City of Los Angeles, *Mobility Plan 2035: An Element of the General Plan*, 2015, Adopted September 7, 2016, available online at: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed May 2, 2023.

Below is a brief description of the types of facilities in the City based on the City's Mobility Plan 2035[3] and Complete Streets Design Guide.[4]

- **Boulevard I (Major Highway Class I).** Class I Boulevards are generally defined as having three to four lanes in each direction along with a median turn lane. The width of a Class I Boulevard is usually 100 feet, with a typical sidewalk width of 18 feet and a target operating speed of 35 miles per hour (mph).

- **Boulevard II (Major Highway Class II).** Class II Boulevards are generally defined as having two to three lanes in each direction along with a median turn lane. The width of a Class II Boulevard is usually 80 feet, with a typical sidewalk width of 15 feet and a target operating speed of 35 mph.

- **Avenue I (Secondary Highway).** Avenue I streets typically have one to two lanes in each direction, a roadway width of 70 feet, a sidewalk width of 15 feet and a target operating speed of 35 mph. Avenue I streets typically include streets with a high amount of retail uses and local destinations.

- **Avenue II (Secondary Highway).** Avenue II streets usually have one to two lanes in each direction, with a typical roadway width of 56 feet, a typical sidewalk width of 15 feet and a target operating speed of 30 mph. Such streets are typically located in parts of the City with dense active uses, and a lively pedestrian environment.

- **Avenue III (Secondary Highway).** Avenue III streets have one to two lanes in each direction, with a roadway width of 46 feet, a sidewalk width of 15 feet, and a target operating speed of 25 mph. This classification was developed to maintain roadway width in older, more historic parts of the City.

- **Collector Street.** Collector Streets generally have one travel lane in each direction, with a roadway width of 40 feet and a sidewalk width of 13 feet. The target operating speed for Collector Streets is 25 mph. Such streets are typically intended for vehicle trips that start or end in the immediate vicinity of the street.

- **Industrial Collector Street.** Industrial Collector Streets vary from normal collector streets in that larger curb returns are incorporated to allow for the wider turning radii of trucks.

- **Local Street Standard.** Local Street Standard roadways typically have one lane in each direction, and are designed to have a 36-foot width, 12-foot sidewalks, and a target operating speed of 20 mph. Such

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3 City of Los Angeles, *Mobility Plan 2035: An Element of the General Plan*, 2015, Adopted September 7, 2016, available online at: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, accessed May 2, 2023.

4 City of Los Angeles, *Complete Streets Design Guide*, Adopted August 11, 2015, available online at: https://losangeles2b.files.wordpress.com/2015/05/2015_csdg_web-4-22.pdf, accessed May 2, 2023.

streets are not designed for through traffic; rather, their focus is to allow access to and from destination points. Unrestricted parking is typically available on both sides of the street.

- **Local Street Limited.** Local Street Limited roadways typically have one lane in each direction, and are designed to have a 30-foot width, 10-foot sidewalks, and a target operating speed of 15 mph.

- **Industrial Local Street.** Although similar to the normal local streets, Industrial Local Streets differ primarily in width for the purpose of providing adequate space for trucks to maneuver. The typical roadway width for an Industrial Local Street is 44 feet, with 10-foot sidewalks and a target operating speed of 20 mph.

- **Pedestrian Walkway.** Pedestrian Walkways are designed for pedestrian use but are also appropriate for slow-moving bicyclists. Pedestrian Walkways have a width of 10 to 25 feet.

- **Shared Street.** Shared Streets provide a slow-speed environment where cars, bike, pedestrians, and scooters are able to comfortably utilize the street. Shared Streets have a minimum width of 20 feet with 5-foot buffer zones and a target operating speed of 5 mph.

- **Access Roadway.** Access Roadways are designed to have a width of 20 feet and are limited to private streets that access no more than four dwelling units and are a maximum of 300 feet in length.

- **One-Way Service Road – Adjoining Arterial Street.** One-Way Service Roads typically have a width of 12 to 18 feet with a 3-foot curb separation from arterial streets.

- **Bi-Directional Service Road – Adjoining Arterial Streets.** Bi-Directional Service Roads typically have a width of 20 to 28 feet with a 3-foot curb separation from arterial streets.

- **Hillside Collector Street.** Hillside Collector Streets vary from normal collector streets in that sidewalks have a width of 5 feet and the target operating speed is 15 mph. On-street parking is provided on both sides of the street.

- **Hillside Local Street.** Hillside Local Streets vary from normal local streets in that sidewalks have a width of 4 feet and the target operating speed is 15 mph. On-street parking is provided on both sides of the street.

- **Hillside Street Standard.** Hillside Street Standard roadways typically have one lane in each direction and are designed to have a 28-foot width, 4-foot sidewalks, and a target operating speed of 10 mph. On-street parking is provided on one side of the street.

- **Hillside Street Limited.** Hillside Street Limited roadways typically have one land in each direction and are designed to have a 20-foot width, 3-foot sidewalks, and a target operating speed of 10 mph. On-street parking is provided on one side of the street.

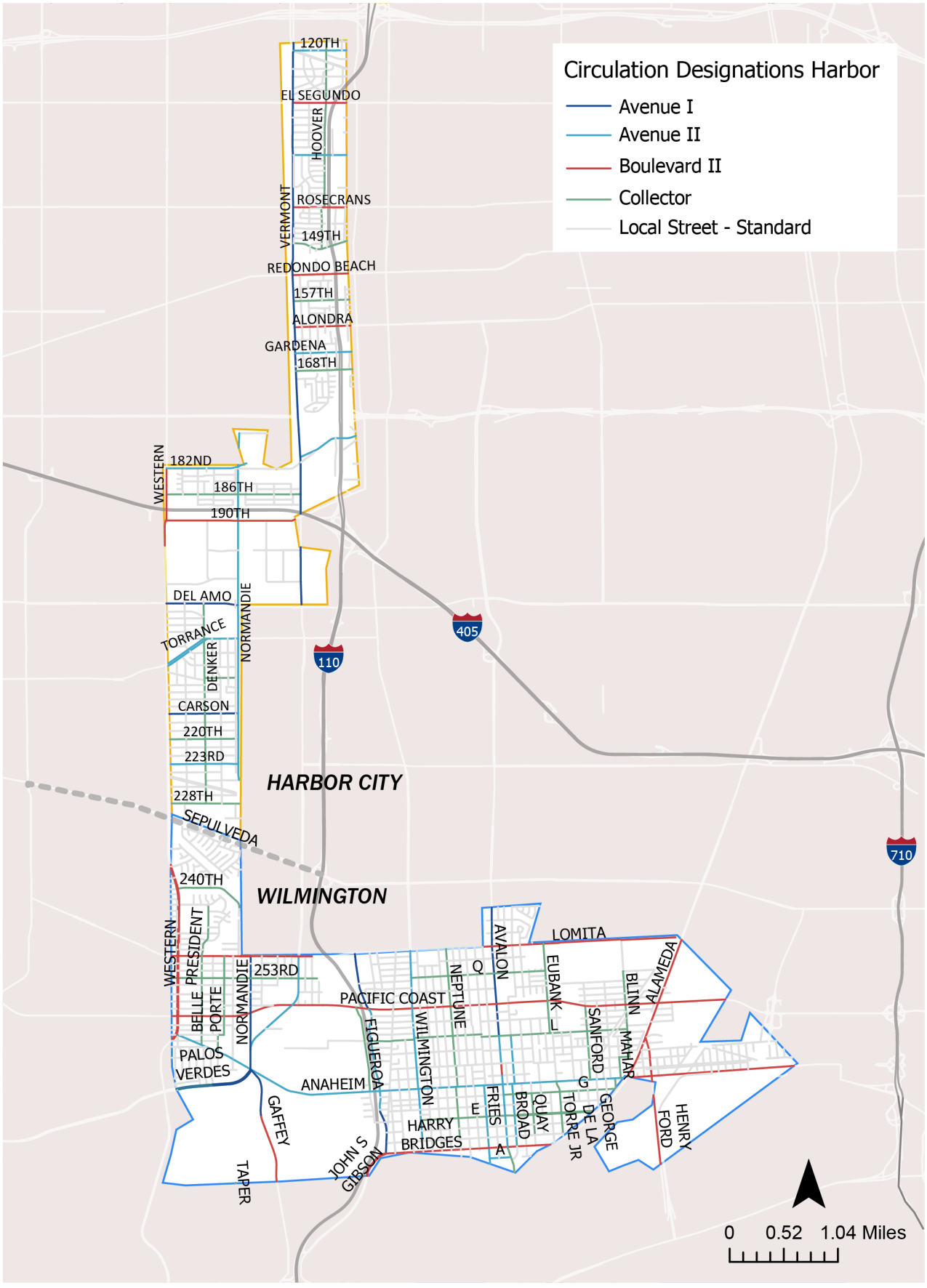
- **Modified Streets.** Many streets are identified under a specific roadway classification, but with a modification generally due to available width on smaller, historic streets. In these cases, typical number of lanes and traffic volumes are similar to the non-modified versions, but lane widths or available parking may be diminished.

- **Signalized Intersections and Traffic Control Devices.** The City of Los Angeles' Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system that monitors traffic conditions and system performance to allow ATSAC operations to manage signal timing to improve traffic flow conditions. This system allows monitoring and control of the signal from a central Traffic Operations Center at City Hall. The importance of linking to the ATSAC system is the ability to coordinate the signals in relationship with other signals along a travel corridor. Signal coordination minimizes delay due to stops and enhances vehicle flow. Studies by the Los Angeles Department of Transportation (LADOT) and independent third parties have shown that the ATSAC system reduces congestion and increases average travel speeds.[5] The Adaptive Traffic Control System (ATCS) is an enhancement to ATSAC and provides fully traffic-adaptive signal control based on real-time traffic conditions. In addition, LADOT staff can manually adjust traffic signals remotely from the department's command center to respond to collisions, weather, special events, and other emergencies. All signalized intersections in the Harbor LA CPAs are currently operating under the City's ATSAC system and ATCS control.

The roadway network in the Harbor LA CPA ranges from major freeways, such as I-110, I-405 and SR-91, to neighborhood-serving local roadways. **Figure 4.15-1, Existing Roadway Network**, displays the roadways within the Harbor LA CPA and illustrates the classification of roadway facilities. The Harbor LA CPA contains the following types of facilities based on the City's Mobility Plan 2035 and Complete Streets Design Guide: Boulevard I, Boulevard II, Avenue I, Avenue II, Avenue III, Collector Street, Industrial Collector Street, Local Street, and Modified Streets.

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5 Los Angeles Department of Transportation, *Los Angeles Signal Synchronization Fact Sheet*, February 14, 2016, available online at: https://ladot.lacity.org/sites/default/files/documents/ladot-atsac-signals-_-fact-sheet-2-14-2016.pdf, accessed May 2, 2023.



SOURCE: Cambridge, 2023

FIGURE **4.15-1**

Existing Roadway Network

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Existing Transportation Operations

This section presents existing traffic conditions, utilizing vehicle miles traveled (VMT) as the metric to evaluate significant transportation impacts under CEQA. VMT is the measure of the number of miles driven within a defined area and is based on the number of vehicle trips (VT) multiplied by the average trip lengths in miles for various trip types. One VMT is equal to one mile travelled. VMT can be measured using several different metrics, some common metrics include total VMT (the total amount of VMT generated from all trips), VMT per capita (the total VMT per person) and VMT per service population (VMT based on total population and employment). An alternative method for measuring VMT is known as the "boundary method," which accounts for all vehicle miles traveled strictly within the border of a defined area. This method would include VMT for trips passing through the Harbor LA CPAs but only the portion of the trip within the study area. Although a valid method for measuring VMT, it less effectively measures the regional travel effects of a project such as the Harbor LA Community Plans Update as it would include travel unrelated to the CPAs land uses that only passes through the CPAs.

The City of LA uses VMT per service population as the metric for community plans such as Harbor LA. To obtain an average VMT per service population (i.e., total population and employment), the total VMT is divided by the total population and employees within the area of analysis. The following section provides a brief summary of these characteristics for the City of Los Angeles and provides a detailed summary of these characteristics for the Harbor LA CPAs. For more information on the use of VMT as an impact threshold, see **Section 4.15.4, Thresholds of Significance**.

Citywide Existing Transportation Operations

The City of Los Angeles' Travel Demand Forecasting (TDF) Model estimates the mode split of existing (2019) peak period trips. It is estimated that nearly 80 percent of citywide peak period person trips are made by automobile, more than 13 percent by walking, almost 5 percent by transit, and more than 1 percent by bicycle.

Vehicle Miles Traveled

Trip generation estimated by the City of Los Angeles TDF model are categorized according to the origin and destination of each trip. Internal-to-internal (II) trips remain within the Harbor LA CPAs. Internal-to-external (IX) trips originate within the Harbor LA CPAs and terminate at an outside destination. External-to-internal (XI) trips originate outside the Harbor LA CPAs and terminate within it. The VMT calculation accounts for all internal (II) trips and trips that begin or end (IX or XI) within the Harbor LA CPAs, as these trips are generated by or attracted to land uses within the CPAs. The travel behavior effects of land use and

network changes in the Harbor LA CPAs can be understood by measuring the VMT of trips originating in and/or destined for the CPAs.

VMT is reported as Total Daily VMT per Service Population, which equates to all VMT for the Harbor LA CPAs divided by the number of people living and working within the CPAs. For more information on the use of VMT and service population, see **Section 4.15.4, Thresholds of Significance.**

The tables below summarize the travel characteristics under Existing Conditions for the Harbor LA CPAs based on the City's 2019 model.[6] **Table 4.15-1, 2019 Mode Split,** presents the model estimates of vehicle mode split for automobiles, transit, bicycles and walk trips. According to the model estimates, approximately 13 percent of all trips within the Harbor LA CPAs are made by transit, walking or biking. This is 7 percent fewer than trips across the City of Los Angeles at large. One reason for lower overall non automobile trips is due to the lack of transit, bike and pedestrian infrastructure in the CPAs. As described later in this section and throughout this EIR, the CPAs have limited transit and bike and pedestrian facilities and with fewer options, fewer non-auto trips occur.

Table 4.15-1
2019 Mode Split

Travel Mode	Harbor LA Community Plan Areas Percentage (%)	Citywide Percentage
Automobile	87%	80%
Non-Automobile (transit/bike/walk)	13%	20%

Source: US Fact Finder, Zip Codes 90710, 90732, 90731, 90744, 90501, 90502, 90247, 90248, 90044.

Table 4.15-2, Existing (2019) Harbor LA CPAs Daily VT, Total VMT, and VMT Per Service Population, summarizes the Daily Household and Daily Work VT and total VMT (all trips, daily) for existing conditions within each of the community plan areas in the Harbor LA CPAs, based on the City's 2019 model. **Table 4.15-3, Existing (2019) Citywide Daily VT, Total VMT, and VMT Per Service Population,** summarizes the Daily VT and total VMT Citywide. **Table 4.15-4, Existing (2016) SCAG Regionwide Daily**

6 As discussed in **Appendix B, Methodology**, 2019 is the appropriate baseline for evaluating transportation impacts because it was the year the NOP was published and because it is the most recent full year of data prior to the COVID-19 pandemic. Traffic volumes and patterns may not yet have normalized to either pre-pandemic conditions, or a new post-pandemic normal (while traffic volumes may be similar to pre-pandemic conditions transit ridership and office occupancies are still substantially suppressed), and therefore 2019 is the most reasonable and stable baseline data available to the City at this time.

VT, Total VMT, and VMT Per Service Population, summarizes the Daily VT and total VMT Regional-wide based on 2016 Southern California Association of Governments (SCAG) TDF model.

Table 4.15-2
Existing (2019) Harbor LA CPAs Daily VT, Total VMT, and VMT Per Service Population

Transportation Metrics	Wilmington-Harbor City	Harbor Gateway	Harbor LA Community Plan Areas
Vehicle Trips (VT)	231,062	144,164	375,226
Total Vehicle Miles Traveled (VMT)	1,879,339	1,016,662	2,896,001
Vehicle Miles Traveled per Service Population	20.34	18.30	19.57

Source: Citywide TDF Model, 2019

Table 4.15-3
Existing (2019) Citywide Daily VT, Total VMT, and VMT Per Service Population

Transportation Metrics	Daily Total
Vehicle Trips (VT)	17,197,000
Total Vehicle Miles Traveled (VMT)	133,424,000
Vehicle Miles Traveled per Service Population	23.1

Source: Citywide TDF Model, 2019

Table 4.15-4
Existing (2016) SCAG Regionwide Daily VT, Total VMT, and VMT Per Service Population

Transportation Metrics	Daily Total
Vehicle Trips (VT)	82,283,000
Total Vehicle Miles Traveled (VMT)	908,573,000
Vehicle Miles Traveled per Service Population	33.9

Source: Citywide TDF Model, 2019
Note: SCAG existing condition data was derived from the 2016 RTP/SCS. Data for 2019 (the Harbor EIR baseline year was not available, and therefore, 2016 was used to provide an approximation of regional existing conditions for VMT.

The 2019 Total VMT generated by uses from, to, and within the Wilmington-Harbor City CPA is approximately 1,879,339 miles, which equates to 20.34 VMT per service population. The 2019 Total VMT

generated by uses from, to, and within the Harbor Gateway CPA is approximately 1,016,662 miles, which equates to 18.30 VMT per service population. Citywide, the TDF Model estimates a 2019 total of 17,197,000 daily vehicle trips for a daily Total VMT of 133,424,000. This results in a VMT per service population of 23.1.

Regionwide, the SCAG Model, when run through the City's TDF model, estimates a 2016 total of 82,283,000 daily vehicle trips for 908,573,000 Total VMT. This results in a VMT per service population of 33.9.

Level of Service (LOS)

Another way to understand traffic conditions is to study existing traffic volumes with an analysis of delay-based operating conditions, indicated by Volume-to-Capacity (V/C) ratios and Level of Service (LOS). LOS was previously the primary method for determining transportation-related impacts under CEQA but upon implementation of VMT thresholds, vehicle delay or traffic congestion is no longer a significant impact in of itself and is now considered only as it relates to secondary impacts, such as emergency access or air quality. Changes in state legislation and the related guidance from the Governor's Office of Planning and Research (OPR) moved analysis to VMT in order to support statewide greenhouse gas (GHG) emissions goals and encourage multi-modality in California. Traditional mitigation measures to address increases in vehicle delay often involved increasing roadway capacity (i.e., expanding the width of a roadway or intersection), which has the potential to induce more trips, thereby generating more miles travelled (i.e., VMT) and does not support State goals to reduce VMT and associated greenhouse gas emissions.

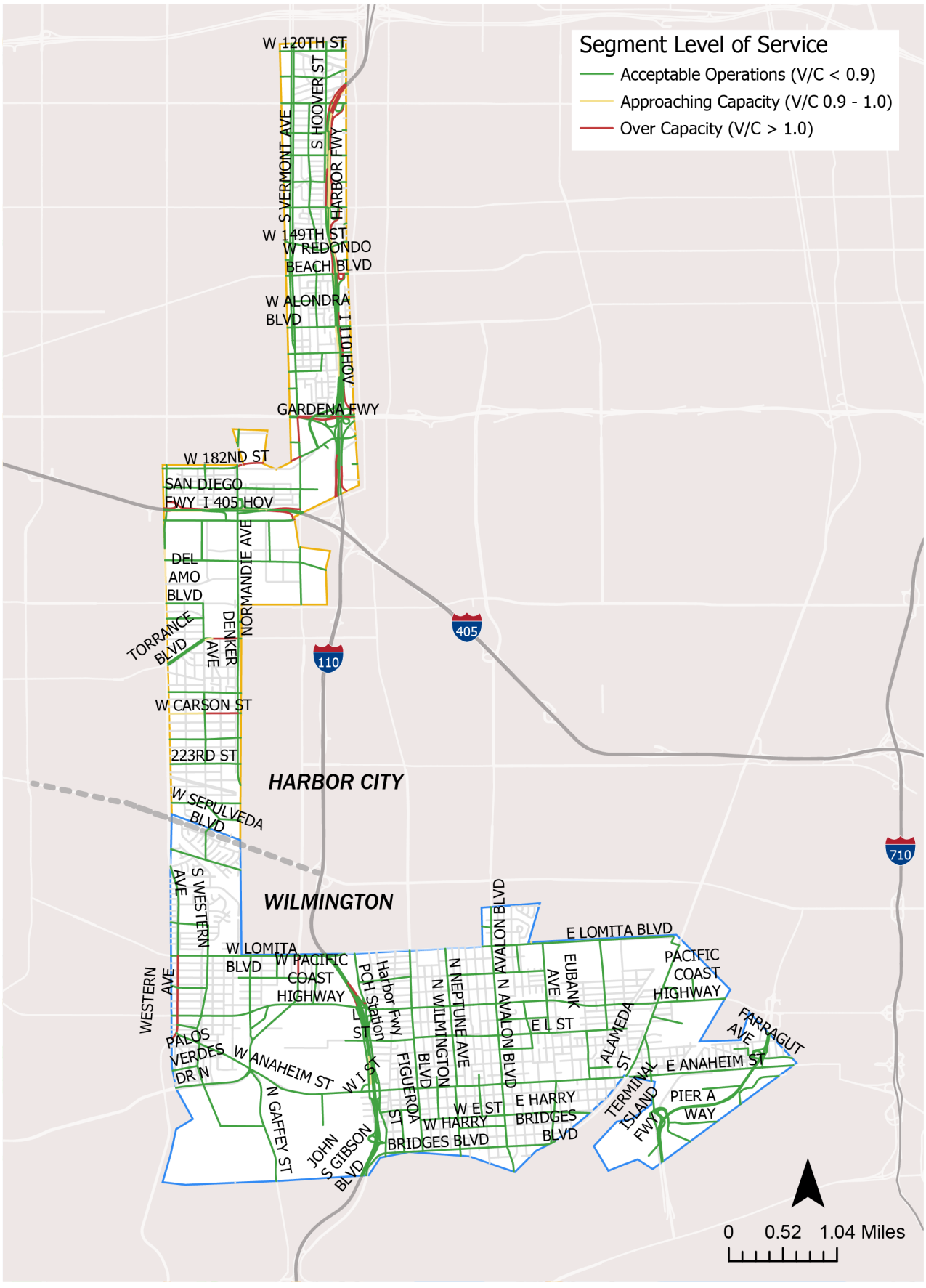
As an informational metric, LOS is a measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS can be determined by dividing the number of vehicles (i.e., volume [V]) by the roadway capacity (C), and the resulting V/C ratio is then used to obtain the corresponding LOS. **Table 4.15-7, Roadway Segment Level of Service (LOS) Definitions,** provides descriptions of each of the levels of LOS (A-F). To determine the operations of the roadway network during peak commute hours, a LOS analysis was conducted for the roadways in the Harbor LA CPAs.

The highest peak period traffic volume during the AM peak period (6 AM – 9 AM) or PM peak period (3 PM – 7PM) on roadways within the Harbor LA CPAs are displayed in **Figure 4.15-2, Existing AM Peak Period Level of Service,** and **Figure 4.15-3, Existing PM Peak Period Level of Service**, respectively. To identify which roadways experience the most delay, the figures use three categories: 1) Acceptable Operations (LOS A-D), 2) Approaching Capacity (LOS E), and 3) Over Capacity (LOS F). Road segments LOS A-D are depicted in green, and LOS E and F are shown in yellow and red, respectively. It should be noted that because traffic volumes are a result of the collective travel choices of thousands of individual

drivers, variation in the daily and peak period volumes of any given facility is both expected and observed. The Federal Highway Administration (FHWA) guidelines recommend traffic models to be calibrated to within 7 to 15 percent for freeway and arterial volumes to account for this regular variation. This range is based on studies that show that this range represents the average daily fluctuation in traffic for major roadways. Accordingly, the estimates of both existing and future conditions are subject to regular variation due to fluctuations in travel demand (or the travel choices of the thousands of individual drivers using the Harbor LA CPAs roadways).

The LOS of the study corridors were determined based on the V/C ratio using the City of Los Angeles TDF model. This ratio was calculated by comparing peak period traffic volumes to the roadway capacity for each facility. The roadway capacities reflect the operating characteristics of the study corridors, such as functional classifications, number of lanes, and travel speeds. Functional classification is a scale that determines the vehicles-per-lane-per-hour capacity; higher classifications generally have more and wider lanes and are designed to facilitate a higher volume of vehicles per hour.

Table 4.15-5, Existing 2019 Roadway Segment Level of Service, summarizes the typical travel conditions for the roadway network (using a weighted average V/C ratio) and the percentage of roadway segments operating at LOS E or F. The weighted average V/C ratio represents typical travel conditions for the roadway networks in the Harbor LA CPAs.



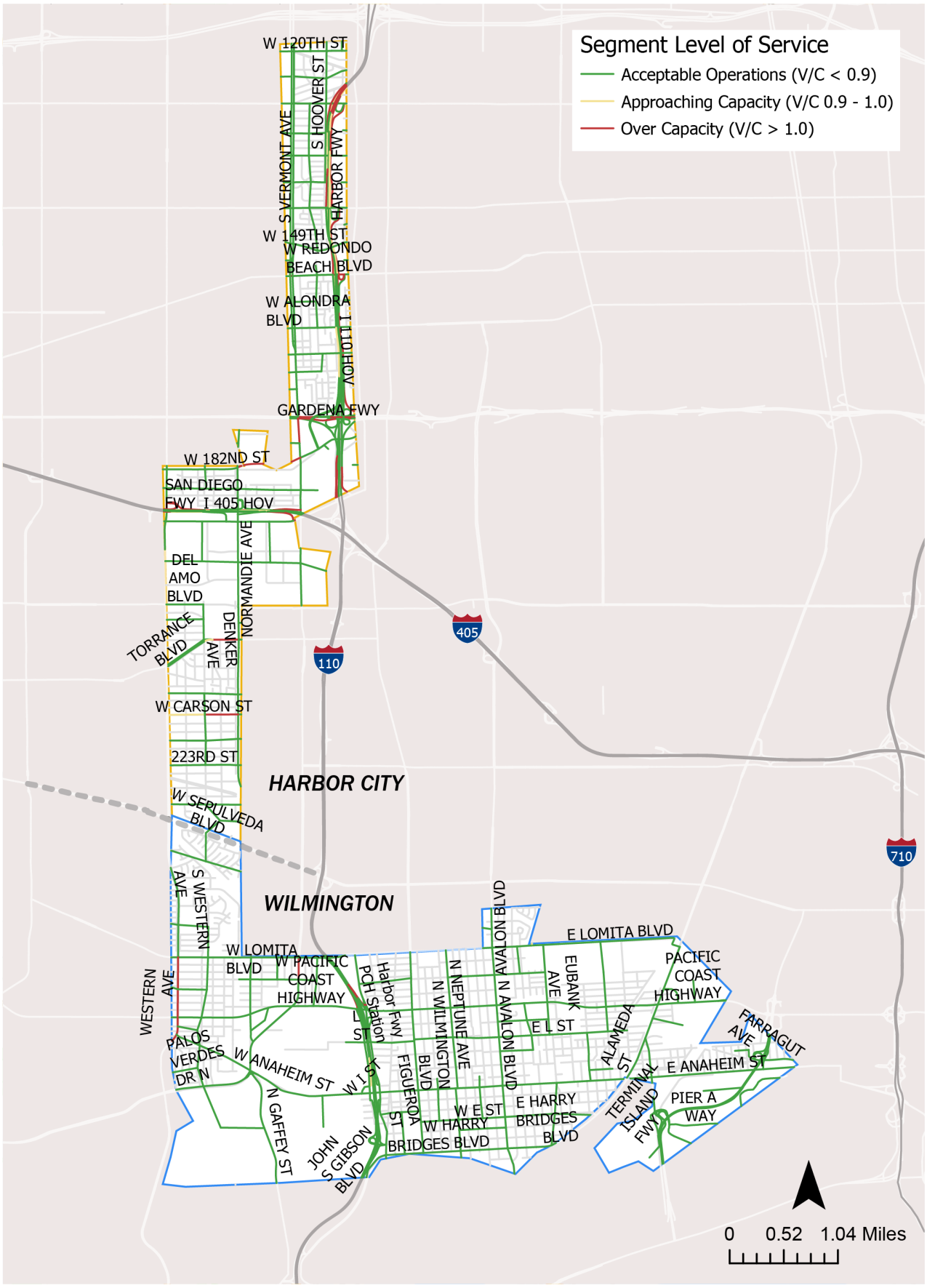
SOURCE: Cambridge, 2023

FIGURE **4.15-2**

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Existing AM Peak Period Level of Service

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SOURCE: Cambridge, 2023

FIGURE **4.15-3**

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Existing PM Peak Period Level of Service

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Table 4.15-5
Existing 2019 Roadway Segment Level of Service

Transportation Metrics	Wilmington-Harbor City		Harbor Gateway	
	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
Weighted Average V/C	0.52 (LOS B)	0.53 (LOS B)	0.70 (LOS C)	0.72 (LOS C)
Percentage (%) of Street Segments at LOS E or F	3%	3%	13%	15%
Weighted Average V/C by Facility Type				
Avenue	0.43 (LOS A)	0.44 (LOS A)	0.56 (LOS A)	0.61 (LOS B)
Boulevard	0.59 (LOS A)	0.60 (LOS B)	0.84 (LOS D)	0.83 (LOS D)
Local / Collector	0.39 (LOS A)	0.41 (LOS A)	-	-

Source: City of Los Angeles TDF Model, 2019.

In the Wilmington-Harbor City CPA, approximately 3 percent of the roadways operate at an LOS E or F during the AM and PM peak periods. The weighted average V/C ratio is 0.52 (LOS B) in the AM peak period and 0.53 (LOS B) in the PM peak period. In the Harbor Gateway CPA, approximately 14 percent of the roadways operate at an LOS E or F during the AM and PM peak periods. The weighted average V/C ratio is 0.70 (LOS C) in the AM peak period and 0.72 (LOS C) in the PM peak period. In general, this means approximately 3 percent of the road network (Avenues, Boulevards, and Local/Collector streets) in the Wilmington-Harbor City CPA and 14 percent in Harbor Gateway CPA experience substantial delay during the peak period, while the remainder of the network is far from reaching the limits of its capacity.

Reliability

The VMT results presented in this section reflect typical weekday (Tuesday through Thursday) conditions within the Los Angeles Model and the Harbor LA CPAs without major incidents and under mild weather conditions. Atypical traffic conditions, such as a collision on the freeway, rainy weather, or a special event, can impact travelers in a given plan area. The reliability of the roadway network can be impacted by these occurrences and is a common frustration for drivers. The bus transit system can also be affected by these events.

Emergency Access

California state law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Generally, multi-lane roadways allow emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle. In addition, the Los Angeles Fire Department (LAFD) in collaboration with LADOT has developed a Fire

Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles travelling on designated streets in the City.[7] The City has over 205 miles of routes equipped with FPS.[8]

Within the City of Los Angeles, fire prevention and suppression and emergency medical services are provided by the LAFD. Public protection service and law enforcement are provided by the Los Angeles Police Department (LAPD). New development projects in the City may increase the demand for fire protection and emergency medical services, and the LAFD evaluates new project impacts on a project-by-project basis. Consideration is given to project size and components, required fire-flow, response time and distance for engine and truck companies, fire hydrant sizing and placement standards, access, and potential to use or store hazardous materials.[9] The adequacy of emergency service may be influenced by factors such as staffing levels, emergency response times, and technology improvements, management strategies, and mutual aid agreements. Every year, LAFD assesses its resources and reallocates them based on demand and need citywide. The provision of new fire stations varies as a function of not only the geographic distribution of physical stations but also due to the availability of fire trucks, ambulances, and other equipment as well as access to reciprocal agreements with neighboring jurisdictions. The City requires that development plans be submitted to the City for review and approval to ensure that new development has adequate access, including driveway access and turning radius in compliance with existing City regulations.[10]

As discussed above, multi-lane roadways allow emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of emergency vehicles. Within the Harbor LA CPAs, multi-lane roadways include:

North South Multi-Lane Roadways

- Western Avenue
- Normandie Avenue
- Vermont Avenue
- Figueroa Street
- Wilmington Boulevard
- Avalon Boulevard
- Alameda Street
- Neptune Avenue
- Henry Ford Avenue

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7 LADOT. *ATSAC Fact Sheet*, available online at: https://ladot.lacity.org/sites/default/files/documents/ladot-atsac-signals-_-fact-sheet-2-14-2016.pdf, accessed on August 2021

8 Los Angeles Fire Department, *Training Bulletin: Traffic Signal Preemption System for Emergency Vehicles*, Bulletin No. 133, October 2008.

9 Thresholds Guide, K.2.2

10 LAMC Section 12.21.A.5, *Design of Parking Facilities.*

East-West Multi-Lane Roadways

- 120th Street
- El Segundo Boulevard
- 135th Street
- Rosecrans Avenue
- 149th Street
- Redondo Boulevard
- 157th Street
- Alondra Boulevard
- Gardena Boulevard
- 165th Street
- 182nd Street
- 186th Street
- 190th Street
- Del Amo Boulevard
- Torrance Boulevard
- Carson Street
- 220th Street
- 223rd Street
- 228th Street
- Denker Avenue
- Sepulveda Boulevard
- Lomita Boulevard
- Pacific Coast Highway
- Anaheim Street
- Palos Verdes Drive
- Harry Bridges Boulevard

Additionally, the I-110, I-405 and SR-91 freeways provide primary emergency access to and from locations within the Harbor LA CPAs. **Table 4.15-6, LAFD Fire Stations Serving the Harbor LA CPAs**, identifies the existing fire stations in the Harbor LA CPAs and provides the 2019 average response times for Emergency Medical Services (EMS) and Non-EMS calls.

Table 4.15-6
LAFD Fire Stations Serving the Harbor LA CPAs

Fire Station	Address	LAFD Community	2019 Average Response Times (mins)	
			Non-EMS	EMS
79	18030 South Vermont Avenue Los Angeles, CA 90248 CA	South Bureau	7:33	7:59
85	1331 West 253rd Street Los Angeles, CA 90710 CA	South Bureau	06:48	07:06
38	124 East "I" Street Los Angeles, CA 90744 CA	South Bureau	06:51	06:45
49	400 Yacht Street, Berth 194 Los Angeles, CA 90744 CA	South Bureau	06:46	08:08

Note: Non-EMS = fire and other services; EMS = Emergency Medical Services
Source: LAFD, FireStatLA, www.lafd.org; 2022.

Public Transit Service

Public transit services are provided by multiple transit operators, including Metro, Downtown Area Short Hop (DASH) buses, and other local operators including City of Gardena's GTrans and City of Torrance's Torrance Transit. **Figure 4.15-4, Existing Transit Service – Metro and LADOT**, shows Metro and LADOT transit service coverage in the Harbor LA CPAs.

Below are brief descriptions of the transit operators that provide service within the Harbor LA CPAs:

The Los Angeles County Metropolitan Transportation Authority (Metro)

Metro is the primary transit operator in Los Angeles County, providing bus, light rail, and subway services as described below. The following Metro lines were identified for the Existing year, 2019. After December 2020, Metro began service changes as part of NextGen Bus Plan.

- **Rail & Bus Rapid Transit**: There are two Metro heavy rail lines (B Line [Red] and D Line [Purple]), five Metro light rail lines (A Line [Blue and Gold], C Line [Green], E Line [Expo], K Line, and two bus rapid transit (BRT) lines (G Line [Orange] and J Line [Silver]) operating in exclusive rights-of-way. Headways for Metro rail and bus rapid transit lines are typically as frequent as 15 minutes or less. Bicycles are allowed in designated areas on Metro trains at no extra charge.

- **NextGen Express & Local Bus Lines**: Metro also operates approximately 180 bus routes in mixed traffic, with services varying considerably in speed, frequency and capacity. Headways for NextGen buses are typically 10 minutes during peak hours, and 20 minutes during off-peak times. Metro Express or select buses lines with higher frequencies operate during peak hours only (6-9am/3-7pm). All buses are equipped with two bicycle racks at the front of the bus, and bicyclists may load their bicycles on the rack when there is space available at no extra charge. If the rack is full, bicyclists are asked to wait for the next bus.

The following Metro lines currently provide transit service in and through the Harbor LA CPAs:

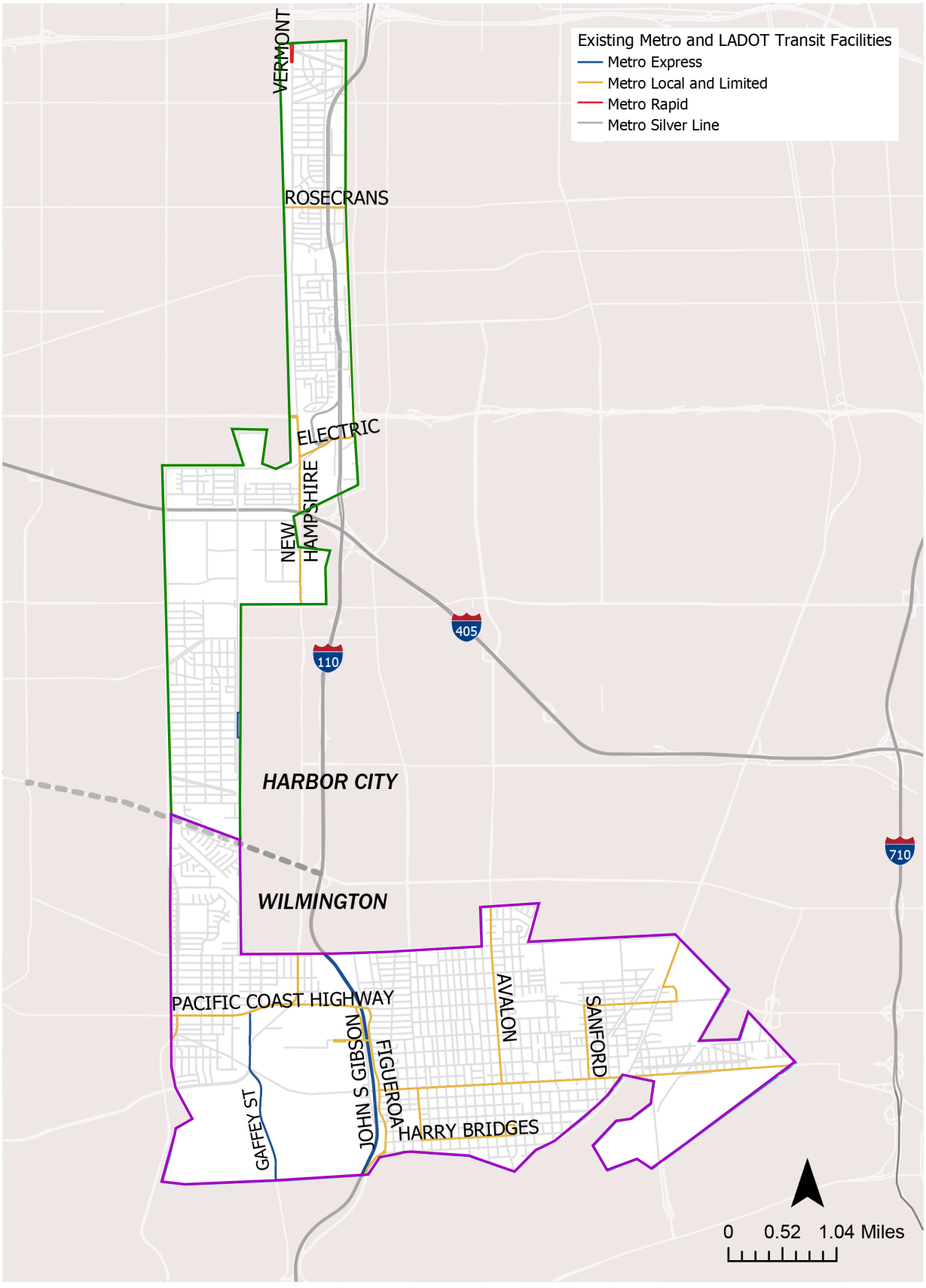
Metro High Frequency or Limited Stop Lines (in mixed traffic):

- Metro J Line (Silver)
- NextGen Line 754[11]

Metro Local Lines:

- 1
- 1x
- 2
- 3
- 4
- 4x
- 5
- 6
- 7
- 9
- 52
- 125
- 130
- 202
- 204
- 205
- 206
- 209
- 232
- 246
- 354
- 448
- 550
- 754
- 950

11 Modified service from previous Metro Rapid 754 – now operates weekdays peak hour 6-9am/3-7pm at 10-minute frequency.



SOURCE: Cambridge, 2023

FIGURE **4.15-4**

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Existing (2019) Transit Service - Metro and LADOT

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Los Angeles Department of Transportation (LADOT)

LADOT provides local Downtown Area Short Hop (DASH) and Commuter Express bus services in the City of Los Angeles. DASH operates 32 community circulator routes covering Downtown Los Angeles and many outlying communities within the City. DASH buses provide local access in addition to first/last-mile connections to and from Metro Rail stations. Headways for DASH buses vary between 5-20 minutes depending on the selected route. The Commuter Express operates 14 routes, making a limited number of stops and transporting passengers between Downtown Los Angeles and other major centers within the City. Most Commuter Express routes operate during the peak hours only in the peak direction. All LADOT buses are equipped with three bicycle racks at the front of the bus, and bicyclists may load their bicycles on the rack when there is space available at no extra charge. If the rack is full, bicyclists are asked to wait for the next bus. The following LADOT services[12] operate within and through the Harbor LA CPAs:

- DASH Wilmington Clockwise (every 15 minutes, weekdays and weekends)
- DASH Wilmington Counterclockwise (every 20 minutes, weekdays and weekends)

Other Transit Operators

Two other transit operators maintain routes to and from Wilmington-Harbor City that include:

- City of Gardena's GTrans
  - Line 1x40 (every 30 minutes, weekdays; and 45 minutes, weekends)
  - Line 2 (every 15 minutes, weekdays; and 30 minutes, weekends)
  - Line 3 (every 15 minutes, weekdays; and 30 minutes, weekends)
  - Line 7x (every 30 minutes, Sundays only)
- City of Torrance's Torrance Transit
  - Line 1 (70 minutes, weekdays; and 60 minutes, weekends)
  - Line 2 (75 minutes, weekdays)
  - Line 3 (40 minutes, weekdays and weekends)
  - Line 4x (50 minutes, weekdays)
  - Line 6 (60 minutes, weekdays)
  - Line 7 (75 minutes, weekdays)

12 City of Los Angeles Department of Transportation, "Dash Wilmington," available: https://www.ladottransit.com/dash/routes/wilmington/wilmington.html, accessed May 2, 2023.

  - Line 9 (80 minutes, weekdays)

- Union Pacific/Salazar Park Shuttle (60 minutes, weekdays and weekends)

Bicycle and Pedestrian Facilities

The City of Los Angeles's existing bicycle network consists of approximately 500 miles of on- and off-street facilities including approximately 58 miles of Class I bikeways (bicycle paths), 324 miles of Class II bikeways (bicycle lanes), and 121 miles of Class III bikeways (bicycle routes and bicycle friendly streets).[13]

The City of Los Angeles has an average walk score of 69 out of 100, transit score of 53 out of 100 and a bike score of 59 out of 100; as reported by WalkScore.com.[14] Walk Score is a company that provides walk, transit, and bike scores for neighborhoods, ranging from 0-100. A walk score is created by assessing the walkability of an area dependent upon how many errands can be completed by foot. Walking routes available in the area are assessed. Amenities within a five-minute walk proximity are scored the highest. Bike scores are created by evaluating available bicycle infrastructure available in an area, frequency of hills, the number of bicycle commuters, and road connectivity. All four components are weighted equally to create a bike score. The Harbor LA CPAs include a network of bicycle facilities; and pedestrian facilities primarily consisting of sidewalks adjacent to roadways. Pedestrian access in the Harbor Gateway CPA received an average walk score of 65, and the Wilmington-Harbor City CPA received a score of 72 out of 100. Bicycle facilities are defined as off-street bicycle paths (Class I), on-street signed and striped bicycle lanes (Class II), on-street signed bicycle routes (Class III), and protected bicycle lanes or cycle tracks (Class IV). The design features of the various types of bicycle facilities are summarized below.

- **Bicycle Path:** A paved pathway separated from motorized vehicular traffic by an open space or barrier and either within the highway rights-of-way or within an independent alignment. Bicycle paths may be used by bicyclists, skaters, wheelchair users, joggers, and other non-motorized users. The California Department of Transportation (Caltrans) refers to this type of facility as Class I Bikeway, which "provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow of motorists minimized."

- **Buffered Bike Lanes:** Buffered bicycle lanes provide on-street right-of-way in the form of a painted buffer that directs motorists to travel away from the bike lane and provides room for bicyclists to pass

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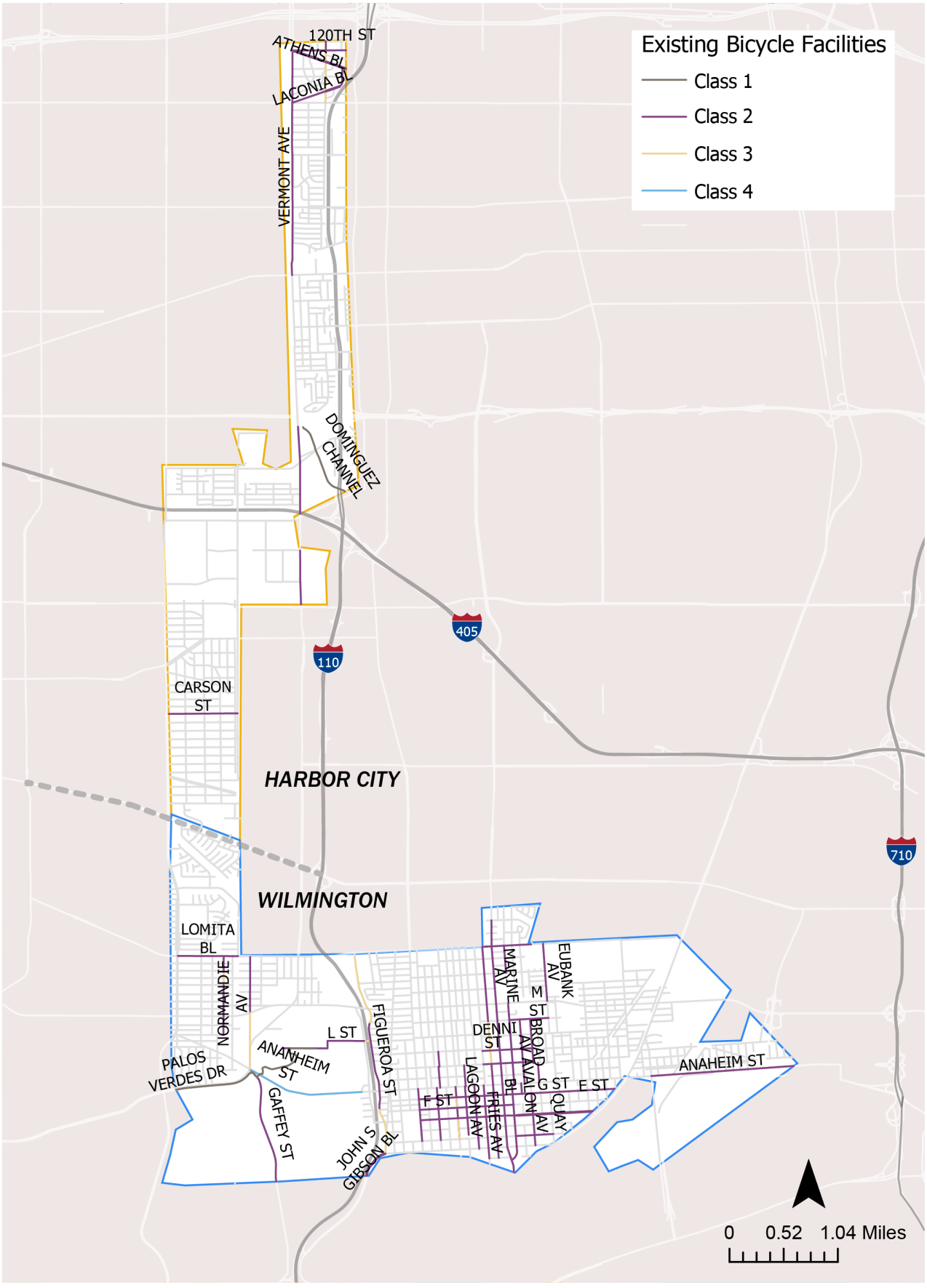
13 City of Los Angeles, *Mobility Plan 2035: An Element of the General Plan*, 2015, Adopted September 7, 2016, available online at: https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf, Accessed August 2021.

14 Walk Score, "Living in Los Angeles," available online at: https://www.walkscore.com/CA/Los_Angeles, accessed June 2023.

another bicyclist without entering the adjacent motor vehicle travel lane. A buffered bicycle lane is considered a Class II bikeway.

- **Bicycle Lane:** A striped lane for 1-way bicycle travel on a street or highway. Caltrans refers to this type of facility as a Class II bikeway.
- **Bicycle Route:** is a shared roadway specifically identified for use by bicyclists, providing a superior route based on traffic volumes and speeds, street width, directness, and/or cross-street priority, denoted by signs only. Caltrans refers to this type of facility as a Class III Bikeway.
- **Protected Bicycle Lane (Cycle Track):** A bicycle lane that provides further protection from other travel lanes with a physical roadway intervention. This is considered a Class IV Bikeway.

Within the Harbor LA CPAs, there are Class I (Bicycle paths), Class II (Bicycle Lanes), Class III (Bicycle Routes), and Class IV (Bicycle lanes) facilities. The Harbor Gateway CPA received an average bike score of 56, and the Wilmington-Harbor City CPA received a score of 73 out of 100. **Figure 4.15-5, Existing Bicycle Network,** shows the locations of the existing bicycle facilities within the Harbor LA CPAs. The pedestrian network includes sidewalks, crosswalks, and curb ramps, as well as pedestrian amenities such as street trees, and benches in some areas.



SOURCE: Cambridge, 2023

FIGURE **4.15-5**

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Existing (2019) Bicycle Network

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Wilmington Freight Mitigation Study

Due to the proximity to the Ports of Los Angeles and Long Beach, and the presence of industrial land uses within the Wilmington-Harbor City CPA, there is a high percentage of truck traffic on some streets. Segments of Lomita Boulevard, Wilmington Avenue, and Drumm Avenue carry more than 2,500 trucks a day. High truck traffic creates challenges for walking, biking, and the overall quality of life for the community. SCAG, in collaboration with the City of Los Angeles, Port of Los Angeles, and Caltrans, commissioned a Wilmington Freight Mitigation Study[15] to assess the impacts of increased truck travel on a disadvantaged community in the Wilmington area and to recommend both traffic and general land use mitigations to address the environmental burden on these communities.

The freight study area was bound by Lomita Boulevard to the north, Drumm Avenue to the east, Pacific Coast Highway to the south, and Sanford Avenue to the west. The study included the eastern part of Wilmington-Harbor City CPA. The goals of the freight study were to:

- Reduce truck and train conflicts and reduce truck intrusion into the disadvantaged community adjacent to the study area;
- Develop design treatments within the existing right-of-way to accommodate safe and efficient goods movement; and
- Provide design treatments for multimodal, complete, and safe streets.

The Wilmington Freight Mitigation Study involved various stakeholders including residents and businesses within the study area. The study conducted traffic operation analysis of 25 intersections and 18 street segments for existing and future year conditions. The outputs from traffic analyses and inputs from focus groups of businesses and residents were used to identify problem areas, critical issues, and immediate needs.

The study identified measures to improve public safety, reduce truck-related impacts, and provide alternative routes of travel for businesses on Lomita Boulevard. These measures primarily included geometric improvements at intersections and roadways including increasing the turning radius at intersections, increasing roadway width, curb extensions, cul-de-sac, mini roundabouts, installing vertical clearance overhead crash poles, and installing a traffic signal.

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15 SCAG, *Wilmington Freight Mitigation Study*, December 31, 2021, available online at: https://scag.ca.gov/sites/main/files/file-attachments/final_final_scag_wilmington_freight_mitigation_study.pdf?1647366096, accessed on 09/09/2022.

The Ports of Los Angeles and Long Beach expect to see continued growth in freight traffic, even with potential strains to the supply chain. The Ports are working with local cities and communities to address truck trips and other impacts from the continued growth in trade. These projects include clean truck programs, moving freight to rail with the Alameda Corridor East, and continued electrification of on- and off-dock functions. The Ports will continue to work with community stakeholders to help address impacts.

4.15.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding transportation at the state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Americans with Disabilities Act (ADA) of 1990
- Complete Streets Act
- Complete Street Directive
- Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375)
- California Vehicle Code (CVC)
- Senate Bill 743
- *State CEQA Guidelines* Section 15064.3
- Parking Cash Out
- SCAG 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy
- City of Los Angeles Mobility Plan 2035
- Los Angeles Municipal Code
- Transit Oriented Communities Guidelines
- LADOT Transportation Assessment Guidelines
- LADOT Manual of Policies and Procedures Section 321
- Vision Zero
- Citywide Design Guidelines

Federal

Americans with Disabilities Act (ADA) of 1990. Titles I, II, III, and V of the ADA were codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination based on disability in "places of public accommodation" (businesses and non-profit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Appendix A through Part 36 (Standards for Accessible Design), establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable

warnings for pedestrians entering traffic where there is no curb, a clear zone of 48 inches for the pedestrian travel way, and a vibration-free zone for pedestrians.

State

Complete Streets Act. Assembly Bill 1358, the Complete Streets Act (Government Code Sections 65040.2 and 65302), was signed into law by Governor Arnold Schwarzenegger in September 2008. As of January 1, 2011, the law requires cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, to ensure that those plans account for the needs of all roadway users. Specifically, the legislation requires cities and counties to ensure that local roads and streets adequately accommodate the needs of bicyclists, pedestrians, and transit riders, as well as motorists.

At the same time, the California Department of Transportation (Caltrans), which administers transportation programming for the State, unveiled a revised version of Deputy Directive 64 (DD-64-R1 October 2008), an internal policy document that now explicitly embraces Complete Streets as the policy covering all phases of state highway projects, from planning to construction to maintenance and repair.

Complete Streets Directive. The California Department of Transportation (Caltrans) enacted Complete Streets: Integrating the Transportation System (Complete Streets Directive) in October 2008, which required cities to plan for a "balanced, multimodal transportation network that meets the needs of all users of streets". A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.

Assembly Bill 32 (AB 32) and Senate Bill 375 (SB 375). With the passage of AB 32, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32.

On December 11, 2008, CARB adopted its Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

There are five major components to SB 375. First, regional GHG emissions targets: CARB's Regional Targets Advisory Committee guides the adoption of targets to be met by 2020 and 2035 for each metropolitan planning organization (MPO) in the state, of which SCAG is one. These targets, which MPOs may propose

themselves, are updated every eight years in conjunction with the revision schedule of housing and transportation elements.

Second, MPOs are required to prepare a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on 8-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, SB 375 provides CEQA streamlining incentives for preferred development types. Certain residential or mixed-use projects qualify if they conform to the SCS. Transit-oriented developments (TODs) also qualify if they (1) are at least 50 percent residential, (2) meet density requirements, and (3) are within 0.5 mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the California Transportation Commission (CTC). Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

California Vehicle Code (CVC). The CVC provides requirements for ensuring emergency vehicle access regardless of traffic conditions. Sections 21806(a)(1), 21806(a)(2), and 21806(c) define how motorists and pedestrians are required to yield the right-of-way to emergency vehicles.

Senate Bill 743. On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743, which went into effect in January 2014. SB 743 directed the Governor's Office of Planning and Research (OPR) to develop revisions to the *California Environmental Quality Act (CEQA) Guidelines* by July 1, 2014, to establish new criteria for determining the significance of transportation impacts and define alternative metrics for traffic LOS. This started a process that changes transportation impact analysis under CEQA. These changes include elimination of auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts for land use projects and plans in California. Additionally, as discussed further below, as part of SB 743, parking impacts for particular types of development projects in areas well served by transit are not considered significant impacts on the environment. According to the legislative intent contained in SB 743, these changes to current practice were

necessary to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

On January 20, 2016, OPR released the *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, which was an update to *Updating Transportation Impacts Analysis in the CEQA Guidelines, Preliminary Discussion Draft of Updates to the CEQA Guidelines Implementing Senate Bill 743*, which had been released August 6, 2014. Of particular relevance was the updated text of the proposed new CEQA Guidelines Section 15064.3 that relates to the determination of the significance of transportation impacts, alternatives, and mitigation measures. Specifically, *State CEQA Guidelines* Section 15064.3, which is discussed further below, establishes VMT as the most appropriate measure of transportation impacts. In November 2018, the California Natural Resources Agency finalized the updates to the *State CEQA Guidelines*, and the updated guidelines became effective on December 28, 2018.

Based on these changes, on July 30, 2019, the City of Los Angeles City Council adopted the CEQA Transportation Analysis Update, which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes VMT as the City's formal method of evaluating a project's transportation impacts. In conjunction with this update, LADOT adopted its *Transportation Assessment Guidelines* (adopted in July 2019 and updated in July 2020), which defines the methodology for analyzing a project's transportation impacts in accordance with SB 743.

State CEQA Guidelines Section 15064.3. As discussed above, recent changes to CEQA include the adoption of Section 15064.3, *Determining the Significance of Transportation Impacts*. *State CEQA Guidelines* Section 15064.3 establishes VMT as the most appropriate measure of transportation impacts. Generally, land use projects within 0.5 miles of either an existing major transit stop[16] or a stop along an existing high quality transit corridor[17] should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in a project area compared to existing conditions should be presumed to have a less than significant transportation impact. A lead agency has discretion to choose the most appropriate methodology to evaluate VMT, including whether to express the change in absolute terms, per capita, per household, or in any other measure. A lead agency may also use models to estimate VMT and may revise those estimates to reflect professional judgment based on substantial evidence. As

16 "Major transit stop" is defined in Public Resources Code Section 21064.3 as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

17 "High-quality transit corridors" are defined in Public Resources Code Section 21155 as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

discussed further below, LADOT developed City of Los Angeles VMT Calculator Version 1.3 (May 2020) (VMT Calculator) to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits. The methodology for determining VMT based on the VMT Calculator is consistent with *State CEQA Guidelines* Section 15064.3 and the Transportation Assessment Guidelines.

Statewide Transportation Improvement Program (STIP). Caltrans administers transportation programming for the State. Transportation programming is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources.

Parking Cash Out. Assembly Bill (AB) 2109, is a state law requiring employers of 50 or more employees who lease their parking and subsidize any part of their employee parking to offer their employees the opportunity to give up their parking space and rideshare to work instead. In return for giving up their parking space, the employer pays the employee the cost of the parking space.

Regional

SCAG 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy.[18] In compliance with SB 375, on September 3, 2020, the Southern California Association of Governments (SCAG) Regional Council adopted the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), a long-range visioning plan that incorporates land use and transportation strategies to increase mobility options and achieve a more sustainable growth pattern while meeting greenhouse gas reduction targets set by the California Air Resources Board (CARB). The 2020-2045 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, as well as the provision of services by the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG policies are directed towards the development of regional land use patterns that contribute to reductions in vehicle miles and improvements to the transportation system.

The 2020-2045 RTP/SCS builds on the long-range vision of SCAG's prior 2016-2040 RTP/SCS to balance future mobility and housing needs with economic, environmental, and public health goals. A substantial concentration and share of growth is directed to Priority Growth Areas (PGAs), which include high quality transit areas (HQTAs), Transit Priority Areas (TPAs), job centers, Neighborhood Mobility Areas (NMAs)

18 See **Appendix B, Methodology**, for more information on the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS

and Livable Corridors. These areas account for four percent of SCAG's total land area but the majority of directed growth. HQTAs are corridor-focused PGAs within one half mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours. TPAs are PGAs that are within a half mile of a major transit stop that is existing or planned. Job centers are defined as areas with significantly higher employment density than surrounding areas which capture density peaks and locally significant job centers throughout all six counties in the region. NMAs are PGAs with robust residential to non-residential land use connections, high roadway intersection densities, and low-to-moderate traffic speeds. Livable Corridors are arterial roadways where local jurisdictions may plan for a combination of the following elements: high-quality bus frequency; higher density residential and employment at key intersections; and increased active transportation through dedicated bikeways.

The 2020-2045 RTP/SCS' "Core Vision" prioritizes the maintenance and management of the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Strategies to achieve the "Core Vision" include but are not limited to: Smart Cities and Job Centers, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include but are not limited to a five percent reduction in VMT per capita, nine percent reduction in vehicle hours traveled, and a two percent increase in work-related transit trips.

Metro 2009 Long Range Transportation Plan. The 2009 Long Range Transportation Plan (LRTP) includes funding for general categories of improvements, such as Arterial Improvements, Non-motorized Transportation, Rideshare and Other Incentive Programs, Park-and-Ride Lot Expansion, and Intelligent Transportation System (ITS) improvements for which Call for Project Applications can be submitted for projects in Los Angeles County. Metro also has a Short-Range Transportation Plan to define the near-term (through year 2024) transportation priorities in Los Angeles County. In addition to the regional transportation plans, Metro has recently adopted a Complete Streets Policy and a First Last Mile Strategic Plan.

Metro Complete Streets Policy. Metro's Complete Streets policy reenforces the California Complete Streets Act (AB 1358). Effective January 1, 2017, Metro required all local jurisdictions within Los Angeles County to adopt a Complete Streets Policy, a city council resolution supporting Complete Streets, or a general plan consistent with the California Complete Streets Act of 2008 in order to be eligible for Metro capital grant funding programs, starting with the 2017 grant cycles.

Metro Short Range Transportation Plan (SRTP). The 2014 Metro SRTP is a 10-year action plan that guides future Metro programs and projects through 2024 and advances Metro towards the long-term goals identified in the 2009 Metro LRTP. The SRTP identifies the short-term challenges, provides an analysis of our financial resources, proposes action plans for the public transportation and highway modes, and includes other project and program initiatives. In addition, it addresses sustainability, future funding strategies, and lastly, measures the Plan's performance (Metro 2014).

Local

City of Los Angeles Mobility Plan 2035. In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016.[19] The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. The Mobility Plan includes five main goals that define the City's high-level mobility priorities:

(1) Safety First;
(2) World Class Infrastructure;
(3) Access for All Angelenos;
(4) Collaboration, Communication, and Informed Choices; and
(5) Clean Environments and Healthy Communities.

Each of the goals contains objectives and policies to support the achievement of those goals.

Street classifications are designated in the Mobility Plan, and may be amended by a Community Plan, and are intended to create a balance between traffic flow and other important street functions, including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. The Complete Streets Design Guide, which was adopted by the City Council alongside the Mobility Plan, defines the street classifications as follows:

Arterial Streets: Major streets that serve through traffic and provide access to major commercial activity centers. Arterials are divided into two categories:

- Boulevards represent the widest streets that typically provide regional access to major destinations and include two further categories, Boulevard I and Boulevard II.

[19] City of Los Angeles Department of City Planning, *Mobility Plan 2035: An Element of the General Plan*, approved by City Planning Commission on June 23, 2016, and adopted by City Council on September 7, 2016.

- Avenues pass through both residential and commercial areas and include three further categories, Avenue I, Avenue II, and Avenue III.

Collector Streets: Generally located in residential neighborhoods and provide access to and from arterial streets for local traffic and are not intended for cut-through traffic.

Local Streets: Intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street.

- Continuous local streets that connect to other streets at both ends, and/or
- Non-Continuous local streets that lead to a dead-end.

The Mobility Plan also identifies enhanced networks of major and neighborhood streets that facilitate multi-modal mobility within the citywide transportation system. This layered approach to complete streets selects a subset of the City's streets to prioritize travel for specific transportation modes. In all, there are four enhanced networks: the Bicycle Enhanced Network, Transit Enhanced Network, Vehicle Enhanced Network, and Neighborhood Enhanced Network. In addition to these networks, many areas that could benefit from additional pedestrian features are identified as Pedestrian Enhanced Districts.

Los Angeles Municipal Code. With regard to construction traffic, Los Angeles Municipal Code (LAMC) Section 41.40 limits construction activities to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and national holidays. No construction is permitted on Sundays.

LAMC Section 12.37 sets forth requirements for street dedications and improvements for new development projects. Specifically, LAMC Section 12.37 states that no building or structure shall be erected or enlarged on any property, and no building permit shall be issued therefore, on any R3 or less restrictive zone, or in any lot in the RD1.5, RD2, or R3 Zones, if the lot abuts a major or secondary highway or collector street unless one-half of the street adjacent to the subject property has been dedicated and improved to the full width to meet the standards for a highway or collector street as provided in the LAMC.

With regard to on-site bicycle parking, LAMC Section 12.21 A.16 sets forth requirements for long-term and short-term bicycle parking for residential and commercial buildings. Where there is a combination of uses on a lot, the number of bicycle parking spaces required shall be the sum of the requirements of the various uses. LAMC Section 12.21 A.16 also includes facility requirements, design standards and siting requirements for bicycle parking.

LAMC Section 12.26 J provides for Transportation Demand Management (TDM) and Trip Reduction Measures that are applicable to the construction of new non-residential gross floor area. Different TDM

requirements are provided for developments in excess of 25,000 square feet of gross floor area, 50,000 square feet of gross floor area, and 100,000 square feet of gross floor area. The TDM requirements set forth therein vary depending upon the maximum non-residential gross floor area described above and include measures such as the provision of a bulletin board, display case, or kiosk with transit information and carpool/vanpool parking spaces.

Transit Oriented Communities Guidelines. Pursuant to the voter-approved Measure JJJ, LAMC Section 12.22.A.31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program to encourage affordable housing near transit. The TOC Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program. TOC incentive areas are tiered based on a project site's distance from transit and the type of transit.

LADOT Transportation Assessment Guidelines. As discussed above, on July 30, 2019, LADOT updated its Transportation Impact Study Guidelines, travel demand model and transportation impact thresholds based on vehicle miles traveled, pursuant to State CEQA Guidelines Section 15064.3, of the 2019 CEQA Updates that implement SB 743. The City established the Transportation Assessment Guidelines (TAG) that includes both CEQA thresholds (and screening criteria) and non-CEQA thresholds (and screening criteria). LADOT most recently updated the TAG in July 2020. The CEQA thresholds provide the methodology for analyzing the Appendix G transportation thresholds, including providing the City's adopted VMT thresholds. The non-CEQA thresholds provide a method to analyze projects for purposes of entitlement review and making necessary findings to ensure the project is consistent with adopted plans and policies including Mobility Plan 2035. Specifically, the TAG is intended to effectuate a review process that advances the City's vision of developing a safe, accessible, well-maintained, and well-connected multimodal transportation network. The TAG was developed to identify land use development and transportation projects that may impact the transportation system; to ensure proposed land use development projects achieve site access design requirements and on-site circulation best practices; to define whether off-site improvements are needed; and to provide step-by-step guidance for assessing impacts and preparing Transportation Assessment Studies.[20]

LADOT Manual of Policies and Procedures Section 321. LADOT Manual of Policies and Procedures (MPP) Section 321 provides the basic criteria for the review of driveway design. As discussed in MPP Section 321, the basic principle of driveway location planning is to minimize potential conflicts between users of the parking facility and users of the abutting street system, including the safety of pedestrians.

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20 Los Angeles Department of Transportation, *Transportation Assessment Guidelines*, available online at: https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27_0.pdf, accessed May 2021.

Vision Zero

The Vision Zero Los Angeles program, implemented by LADOT, represents a citywide effort to eliminate traffic deaths in the City by 2025. Vision Zero has two goals: a 20 percent reduction in traffic deaths by 2017 and zero traffic deaths by 2025. In order to achieve these goals, LADOT has identified a network of streets, called the High Injury Network, which has a higher incidence of severe and fatal collisions. The High Injury Network, which was last updated in 2018, represents 6 percent of the City's street miles but accounts for approximately two thirds (64 percent) of all fatalities and serious injury collisions involving people walking and biking.

Citywide Design Guidelines. The Citywide Design Guidelines serve to implement the Framework Element's urban design principles and are intended to be used by City of Los Angeles Department of City Planning staff, developers, architects, engineers, and community members in evaluating project applications, along with relevant policies from the Framework Element and Community Plans. The Citywide Design Guidelines were updated in October 2019 and include guidelines pertaining to pedestrian-first design which serves to reduce VMT.

General Plan Framework and Safety Elements. The Citywide General Plan Framework (Framework), an element of the City of Los Angeles General Plan, is a guide for Community Plans to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. It provides a comprehensive strategy for accommodating long-term growth should it occur as predicted. Chapter 9 Infrastructure and Public Services of the Framework Element addresses fire prevention, fire protection and emergency medical services provided to the City.

The Safety Element of the General Plan identifies existing police, fire, and emergency services and the service needs of the City of Los Angeles in the event of a natural disaster. The Safety Element goals, objectives, policies, and programs are broadly stated to reflect the comprehensive scope of the Emergency Operations Organization (EOO), which is the program that implements the Safety Element. The Framework and Safety Elements include goals, objectives, and policies that are applicable to emergency services.

Great Streets for Los Angeles/LADOT Strategic Plan. In September 2014, the Mayor's Office and LADOT released the Great Streets for Los Angeles, LADOT's first strategic plan to turn the city's essential infrastructure – its streets and sidewalks – into safer, more livable 21st century public spaces that accommodate everyone who uses them. The plan builds upon the Great Streets Initiative, which looks at Los Angeles's streets as valuable assets that can help revitalize neighborhoods across the City and make it easier for Angelenos to get around whether they walk, bike, drive, or take transit. The plan also stresses

the importance of working closely with other city and regional agencies, such as the Bureau of Street Services and Metro, to improve safe, accessible transportation services and infrastructure.

The plan focuses on prioritizing making the city safe, prosperous, and livable with a well-run government and includes the following key goals:

Vision Zero: Eliminate traffic deaths by 2025 and design streets to increase the safety of pedestrians, including adding 100 new high-visibility continental crosswalks.

A 21st Century DOT: Streamline LADOT's operations to implement needed safety and mobility projects quickly and efficiently. Enhance technologies to manage traffic, meters, and parking operations.

World-Class Streets for a World-Class Economy: Real-time traffic information and more efficient allocation of the street to support local foot traffic and better manage freight traffic. Build Great Streets for vibrant and prosperous neighborhood business districts.

Los Angeles Fire Department Strategic Plan 2023-2026. The Strategic Plan focuses on seven key goals and corresponding strategies, tactics and benchmarks for goal achievement. The primary goal that applies to the Proposed Plans is: Goal 1) delivering exceptional public safety and emergency service. Some of the key strategies associated with this goal include:

- **Strategy 1.1:** Ensure optimal emergency resource deployment to meet the evolving needs of the City.
- **Strategy 1.2:** Elevate the delivery of Emergency Medical Services (EMS) to ensure all patients receive the highest quality of care possible.
- **Strategy 1.3:** Strengthen the Department's fire suppression and rescue capabilities.
- **Strategy 1.4:** Expand and enhance the Department's Special Operations capabilities (Disaster Response & Rescue, Hazardous Materials, Swiftwater, Wildland Fire Management, Marine Operations).
- **Strategy 1.5:** Partner with Federal, State, and Local Agencies to ensure the delivery of exceptional public safety and emergency services to People Experiencing Homelessness (PEH).
- **Strategy 1.6:** Provide an optimal state of readiness with respect to homeland security and terrorism preparedness.
- **Strategy 1.7:** Reduce life-safety risk and improve customer experiences through robust and innovative fire and prevention services.

- **Strategy 1.8:** Maintain a highly capable, mission-ready fleet and staffing the Department's Air Operations Section.

- **Strategy 1.9:** Enhance the quality of life in Los Angeles by supporting large sporting, entertainment, and cultural events.

4.15.3 ENVIRONMENTAL IMPACTS

This section explains the metrics used to measure the impacts of the Proposed Plans to VMT. The metrics used are from LADOT's Transportation Assessment Guidelines[21] which are consistent with OPR's 2018 Guidance and the *State CEQA Guidelines*.

History

Senate Bill 743 directed OPR to "prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the guidelines adopted pursuant to Section 21083 establishing criteria for determining the significance of transportation impacts of projects within transit priority areas… Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion within a transit priority area, shall not support a finding of significance pursuant to this division…"[22]

On January 20, 2016, OPR updated the *State CEQA Guidelines* "Revised Proposal on Updates to the *State CEQA Guidelines* on Evaluating Transportation Impacts in CEQA," the evaluation of VMT was recognized as "generally the most appropriate measure of transportation impacts." OPR also states that lead agencies may tailor their analysis to include other measures.

In November 2017, OPR proposed a new section, 15064.3, to help determine the significance of transportation impacts. This section was updated July 2, 2018, and finalized on December 28, 2018, with criteria for analyzing transportation impacts and is seen below in the **Thresholds of Significance** section. Its purpose is to describe specific elements for considering the transportation impacts of a given project given the use of VMT as the primary measurement.

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21 City of Los Angeles Department of Transportation, *Transportation Assessment Guidelines*, August 2022.

22 SB 743, 2013-2014 CA State Cong. § 386 (2013).

Per the guidance from OPR, "a lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide."[23] In order to comply with the guidelines understood to become the standard in our state, this EIR evaluates vehicle trips and VMT consistent with the intent of SB 743. This EIR also includes vehicular level of service (LOS) for secondary impacts to emergency services under **Threshold 4**.

Performance Metrics

The current metrics shift the focus from delay and LOS to VT and VMT. These are defined as follows, with methodology specifics outlined in **Section 4.15.5, Methodology**:

Vehicle Trips (VT). VT are defined as the number of trips undertaken in an automobile, such as in single occupancy vehicles, private automobiles, and vehicles that contain two or more travelers, such as carpools, taxis, or ride-share vehicles. A reduction in VT over time can be used as an indicator of reduced reliance on the automobile as well as an indicator of more travel by carpools.

Vehicle Miles Traveled (VMT). VMT is a measurement of miles traveled (e.g., private automobiles, trucks, and buses) by all land uses (e.g., residential, retail, office) in the Harbor LA CPAs. To compare scenarios, VMT per service population is used. A reduction in VMT overall and in VMT per service population can be used as an indicator of reduced reliance on vehicular travel, primarily by private automobiles.

Service Population. Service Population is the sum of population and employment. This metric is used in this EIR to represent both residents and employees. Some VMT metrics focus on VMT per capita and VMT per employee as separate markers of these indicators; however, VMT per service population focuses on the effects of all vehicular movement in an area. It includes not only trips that are attracted and produced by home and work trips, but those that fit in neither category (i.e., school to grocery store), as well as truck trips. It is therefore more representative of the effect of users and trips on the roadways in the Harbor LA CPAs.

4.15.4 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to transportation if it would:

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23 California Natural Resources Agency, *Notice of Public Availability of Modifications to Text of Proposed Regulation and Addendum to the Initial Statement of Reasons and Informative Digest: OAL Notice File No. Z-2018-0116-12.* California, 2018.

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

- Conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, Subdivision (b).

- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

- Result in inadequate emergency access.

Text of *State CEQA Guidelines* Section 15064.3, Subdivision (b):

> 1. ***Land Use Projects.*** *Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.*
>
> 2. ***Transportation Projects.*** *Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.*
>
> 3. ***Qualitative Analysis****. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.*
>
> 4. ***Methodology.*** *A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.*

The Proposed Plans would have an impact related to transportation if it would result in VMT that exceeds an applicable threshold of significance. OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development regionally may be a reasonable threshold. However, the

"region" identified for the City of Los Angeles is the six-county SCAG region, which is very large and not representative of the Harbor LA CPAs. Holding the Harbor LA CPAs to that threshold may promote an increase in VMT. Therefore, for the second threshold question, this EIR will utilize the threshold provided in the LADOT TAG:

- Would the plan result in average total VMT per service population in the plan horizon year that exceeds 15 percent of the city model regional average total VMT per service population from the most recent regional metric available?[24]

- Would the plan result in average total VMT per service population in the plan horizon year that exceeds the average total VMT per service population for the "project area" for the baseline year?

4.15.5 METHODOLOGY

The transportation analysis conducted for the Proposed Plans uses the City of Los Angeles TDF Model, the Harbor LA Subarea TDF Model for the 2019 baseline year and the City of Los Angeles TDF model future 2040 scenario. The City's TDF Model includes the 2016 SCAG RTP/SCS TDF Model for regional data. The City of Los Angeles TDF Model was developed based on the SCAG RTP/SCS model with additional enhancements and focus within the City for purposes of analyses such as community plans. This section describes the procedures used to assess impacts on the transportation system. It includes an overall discussion of methodology and assumptions, followed by a discussion of how the Proposed Plans are expected to perform in comparison to the thresholds described above. **Appendix B** describes the data sources and methodologies employed in the identification of the existing conditions and future projections.

Study Area and Reporting Framework

The study area is defined by the boundaries of the Harbor LA CPAs in the City of Los Angeles. This analysis evaluates the potential impacts of the Proposed Plans to transportation and its related elements in the study area, which includes the Harbor LA CPAs, the City, and the surrounding areas.

VMT Methodology

In order to determine whether the socio-economic and transportation network included in the Proposed Plans would result in an impact (as outlined in **Section 4.15.4, Thresholds of Significance**), VMT calculated

[24] For this analysis the most recent available metric is the City's modeling data based on the 2016 RTP/SCS. The City is in the process of updating their model to reflect the 2020 RTP/SCS.

for the 2019 Baseline from the City TDF Model is compared to the 2040 Wilmington-Harbor City Community Plan and 2040 Harbor Gateway Community Plan.

Vehicle Trips

Vehicle Trips (VT) are defined as the number of trips undertaken in an automobile or truck. These trips include single-occupancy private automobiles, vehicles that contain two or more travelers (such as carpools, taxis, or ride-share vehicles), and trucks (light truck, medium truck, and heavy truck). While the total number of vehicle trips is expected to increase as growth occurs in the Harbor LA CPAs and in the region, a reduction in vehicle trips per service population over time can be used as an indicator of reduced reliance on the automobile as well as an indicator of more travel by walking, biking, taking transit, carpools, etc. A reduction in the number of vehicle trips per service population also helps meet the State's goal of reducing GHG emissions, as mandated by AB 32 and SB 375. The determination of impacts is based on exceedance of the thresholds described above.

Vehicle trips are calculated utilizing the Harbor LA Subarea TDF model and the SCAG TDF model. Inputs used in the model include the estimated population, household, and employment values for each Transportation Analysis Zone (TAZ). A TAZ is a spatial unit that includes socioeconomic data such as population, households, and employees of a particular area. The models provide vehicle trip calculations for the Harbor LA CPAs and the SCAG Region for each model year.

Vehicle Miles Traveled

Vehicle miles traveled (VMT) is a measurement of miles traveled (e.g., private automobiles, trucks, and buses) generated by all land uses (e.g., residential, retail, office/commercial). While the total VMT is expected to increase as growth occurs in the Harbor LA CPAs and in the region, a reduction in VMT per capita over time can be used as an indicator of reduced reliance on automobiles. Reducing VMT helps meet the State's goals of reducing GHG emissions, as mandated by AB 32 and SB 375. As stated above, the threshold for per service population is an increase in VMT from the base year. Therefore, any increase in the total VMT per service population would constitute an impact. VMT was forecasted with the City of Los Angeles TDF model.

For this analysis, VMT is reported as Total Daily VMT per Service Population. The Total Daily VMT per Service Population is the total VMT divided by the number of people living or working within the Harbor LA CPAs. This metric captures VMT generated by both residents and employees within the Harbor LA CPAs as well as travel that occurs between the CPAs and other areas.

The reported VMT results include both personal vehicles and truck VMT, including heavy trucks. The VMT calculation accounts for trips that begin or end within the Harbor LA CPAs, as these trips are generated by or attracted to land uses within the CPAs. The travel behavior effects of land use changes in the Harbor LA CPAs can be understood by measuring the VMT of trips originating in and/or destined for the CPAs and comparing them to the 2019 Baseline and 2016 SCAG Region outputs.

VMT is calculated by multiplying the vehicle trip length by the number of trips estimated through the Harbor LA TDF model. VMT takes into consideration population, household, and employment values, as well as travel patterns of origins and destinations; including all of these inputs in the Harbor LA and SCAG TDF models makes them sensitive to each land use and network scenario assessed.

Roadway Segment and Freeway Mainline Level of Service Methodology

In addition to the VMT methodology, in order to understand safety considerations, the Proposed Plans were also analyzed using LOS changes on road segments, as described below. As discussed above, under SB 743, LOS is not used to determine traffic related CEQA impacts. However, congestion may still be considered for safety and therefore, this information is used to inform the analysis related to emergency access, as well as for informational and historical comparison purposes.

LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS definitions for street segments are summarized in **Table 4.15-7**. LOS can be determined by dividing demand V/C, and the resulting V/C ratio is then used to obtain the corresponding LOS. The capacity values for analyzed roadway segments were obtained from the City of Los Angeles TDF model.

Plans that involve large areas and are not expected to be fully implemented until 2040 or beyond are not analyzed effectively by detailed intersection V/C analyses. In addition, detailed roadway designs for improvements to individual intersections are not yet available. Consequently, roadway segment analysis is commonly used to determine the average service capacity of the roadway network. Street segment capacity impacts are generally evaluated in program-level analyses (such as community plans or long-range development projects) for which details regarding specific land use types, sizes, project access points, etc., are not known.

Table 4.15-7
Roadway Segment Level of Service (LOS) Definitions

Level of Service (LOS)	Volume to Capacity Ratio (V/C)	Description
A	0.00 – 0.60	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers have freedom of operation.
B	>0.60 – 0.70	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.
C	>0.70 – 0.80	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	>0.80 – 0.90	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.
E	>0.90 – 1.00	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.
F	>1.00	Forced flow. Represents jammed conditions. Backups from locations downstream or in the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.

Source: Transportation Research Board, Highway Capacity Manual, Special Report 209, Washington, D.C., 2000.

The volume-weighted V/C ratio is used to obtain aggregate statistics regarding the transportation conditions, allowing a comparison of different scenarios and alternatives. The weighted average V/C ratio represents typical travel conditions for the roadway network in the Harbor LA CPAs. The volume-weighted average V/C ratio is calculated by taking the volume of each street segment and multiplying it by its corresponding V/C ratio. This is divided by the sum of the total volumes, and essentially represents the average V/C ratio for the roadway network in the Harbor LA CPAs.

Travel Demand Model Development

The City of Los Angeles TDF Model provides the ability to evaluate the transportation system, use performance indicators for land use and transportation alternatives, provide information on regional pass-through traffic versus locally generated trips, and graphically display these results. The model captures planned growth in the Harbor LA CPAs, including special generators, such as airports and universities, and is sensitive to emerging land use trends through improved sensitivity to built environment variables. The model forecasts AM and PM peak period and daily vehicle and transit flows on the transportation network in the City. In essence, the travel demand model serves as a tool to implement, manage, and

monitor the City of Los Angeles' transportation plans, projects, and programs, providing a suitable starting point for additional refinement as part of a more local application, such as the Proposed Plans.

The potential impacts associated with implementation of the Proposed Plans are evaluated using a refined version of the City of Los Angeles' TDF Model within the Harbor LA CPAs. The City of Los Angeles TDF Model utilizes the TransCAD Version 7.0 Build 12410 modeling software. The TDF Model was refined to provide greater sensitivity in measuring the effect of land use development and transportation network changes for the Harbor LA CPAs. The TDF Model has a future horizon year of 2040 and was designed to produce daily and AM and PM peak hour vehicle and transit flows on roadways within the Harbor LA CPAs based on comprehensive land use and socioeconomic data (referred to as SED) and uses a conventional 4-step process of trip generation, trip distribution, modal split, and assignment. For modeling purposes, the Los Angeles model area is divided into 4,109 TAZs and the Harbor LA CPAs are divided into 61 TAZs, each with corresponding SED and connections to the roadway and transit networks.

The City of Los Angeles TDF model (which is based on 2016-2040 RTP/SCS model) was utilized for the Proposed Plans analysis and contains City of Los Angeles SED and updates to the transportation network within the Harbor LA CPAs based on Mobility Plan 2035, which is discussed in detail in the section below titled **Proposed Plans Mobility Network**. The City TDF Model was used to generate the 2019 Baseline and 2040 Harbor LA CPAs data for the transportation impact analysis.

As noted above, the City's TDF model is based on the 2016 SCAG TDF Model, developed by SCAG. The City's model for the year 2016 was used to generate the regional data for that year as it is the most recent year for which the City has validated data for their model. Although SCAG updates its TDF model every four years as a new RTP is prepared, there is a delay between when SCAG uses the model (for the RTP), when the model becomes available for local agency use, and when agencies such as LADOT can update their more specific model. The City is in the process of validating the 2020 SCAG model assumptions for their use. The City's model includes a much larger number of TAZs within the City and the update process is time consuming. Because the City has more refined local level data than SCAG, the City refines its model to reflect data within its plans and programs that may not have been included in the SCAG model.

Impact Analysis

The Proposed Plans are long-term plans that will be implemented over many years in conjunction with already approved development projects in the study area; and regional growth and transportation projects outlined in the 2020 RTP/SCS. See **Appendix B, Methodology**, for more information on the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS. The Proposed Plans are represented by the 2040 Wilmington-Harbor City and Harbor Gateway scenarios and are compared to the 2019 Baseline and 2016 SCAG Region

scenarios in order to show the potential impacts of the Proposed Plans. For purposes of analysis, the Proposed Plans are analyzed jointly as one project (i.e., the CPAs), where appropriate data for both CPAs are presented.

The Harbor LA Subarea TDF Model includes the Harbor LA CPAs and is built upon the City of Los Angeles TDF Model and includes all reasonably foreseeable development and regional transportation improvements for the year 2040 in the City of Los Angeles as well as surrounding jurisdictions. Thus, the Harbor LA Subarea TDF Model includes the regional growth forecast for both inside and outside of the Harbor LA CPAs for the purpose of the Future 2040 Without Project Conditions and for analyzing Future With Project Conditions. The Harbor LA Subarea TDF Model refines the level of detail within the Harbor LA CPAs for improved sensitivity in measuring the effects of land use and transportation network changes for the Proposed Plans.

The analysis tools used to forecast future travel patterns are long-range models of travel demand. Long-range travel demand models primarily focus on forecasting auto use, with limited sensitivity to other modes of travel such as transit, bicycling, and walking. This is consistent with the traffic forecasting methods used by most cities and is consistent with the state of the transportation and traffic engineering practice. Recently, new travel behavior trends have emerged that traditional travel demand models are not designed to accommodate. Transportation experts continue to evaluate the anticipated longevity of these trends and the impact they may have on travel behavior in the future. Factors that affect long-term trends in travel behavior include recessionary effects on employment, changes in work from home policies, changes in younger generations' interest in driving and vehicle ownership, baby boomer retirement choices and their continued participation in the workforce, increasing preference across generations for urban living, fuel prices, increased availability of on-demand delivery of goods and services, and greater travel options through autonomous vehicles and shared use mobility (e.g., Lyft, Uber, bikeshare programs).

The transportation analysis used in this EIR applies established transportation forecasting tools that have been empirically proven and previously accepted under CEQA. However, these may prove to be conservative if some of the recent trends in travel associated with the pandemic, including substantial numbers of people in certain professions working from home, persist. Remote work is likely to continue at a substantially increased rate as compared to prior to the pandemic; SCAG estimates that work from home in 2035 will be at least 10 percent higher than estimated in the 2020 RTP. VMT per capita has been generally dropping since 2004 but increased for many decades prior. If the trends toward higher levels of walking, bicycling, and transit use exceed what is forecast in this EIR, this would result in fewer driving-related impacts than the Proposed Plans conservatively account for herein. It is possible, however, that innovations in autonomous and driverless vehicles, transportation network companies (e.g., Lyft and Uber), and same-day delivery may increase future VMT per capita. A variety of factors contribute to VMT, and

transportation technologies along with demographic trends will influence future travel behavior. It would be speculative to make assumptions about how these new technologies and changes in transportation may affect travel behavior long-term; therefore, the methodologies and travel forecasts applied in this analysis rely on the best available practice, data, and models at this time.

Proposed Plans Mobility Network

Mobility Plan 2035 (MP 2035) is the Mobility Element of the *City of Los Angeles General Plan*. MP 2035 provides the framework for future community plan updates, which take a closer look at the transportation system in specific areas of the City and recommend more detailed implementation strategies to be realized by 2035. MP 2035 reflects policies and programs that lay the foundation for safe, accessible, and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles throughout the City of Los Angeles, including the Harbor LA CPAs. MP 2035 was adopted by the City in August 2015 and updated in 2016. It is compliant with the 2008 Complete Streets Act (AB 1358), which mandates that the circulation element of a City's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

The transportation improvements included in the Proposed Plans primarily originated from MP 2035. The enhanced network treatments envisioned through MP 2035 were reviewed and refined to complement the anticipated growth areas as well as the Proposed Plan's goals and policies. Since MP 2035 does not prescribe or mandate how the enhanced network treatments are implemented within each community plan, the refinements to the enhanced network treatments primarily consisted of developing potential implementation options within the Harbor LA CPAs.

The only future change to the transportation network included in the transportation model is the lane reallocation on Anaheim Street from Figueroa Street to Henry Ford/Alameda Street where a bike lane would be installed. As part of this EIR process, the 2035 Mobility Plan documentation was reviewed to ascertain if there are any other potential Neighborhood Enhanced Network (NEN), Bicycle Enhanced Network (BEN), Transit Enhanced Network (TEN), or Vehicle Enhanced Network (VEN) projects in the Harbor LA CPAs and determined no other projects were appropriate to include. Additional future changes not impacting transportation modeling are summarized below and include changes in nomenclature to better reflect roadway configurations and preferred sidewalk widths and do not impact the number of lanes or roadway capacity. For more detailed information regarding street reclassifications and dimensions, see **Appendix G, Street Reclassifications and Dimensions**.

The following enhanced networks are proposed in the Mobility Plan 2035:

Wilmington-Harbor City (North-South) Streets

- Avalon Boulevard from Northern Boundary to 246th Street: Reclassification of Avenue I to Modified Avenue II; Remove from Neighborhood Enhanced Network (NEN)
- Avalon Boulevard from L Street to Opp Street: Reclassification of Avenue II to Modified Avenue II; Remove from Remove from (NEN)
- Avalon Boulevard from Opp Street to I Street: Reclassification of Boulevard II to Modified Avenue II; Remove from Remove from (NEN)
- Avalon Boulevard from I Street to Harry Bridges Boulevard: Reclassification of Avenue II to Modified Avenue II; Remove from Remove from (NEN)
- Banning Boulevard from Anaheim Street to C Street: Reclassification of Local to Industrial Local
- Broad Avenue from L Street to Anaheim Street: Reclassification of Avenue II to Modified Collector
- Broad Avenue from Anaheim Street to Harry Bridges Boulevard: Reclassification of Avenue II to Modified Collector
- Figueroa Place from North of Anaheim Street to 110-Interstate Freeway ramp: Reclassification of Collector to Avenue II
- Flint Avenue from Anaheim Street to South of F Street: Reclassification of Local to Industrial Local
- Fries Avenue from Anaheim Street to South Boundary: Reclassification from Avenue II to Modified Avenue II
- George De La Torre Avenue from Anaheim Street to North of Alameda Street: Reclassification of Collector to Industrial Collector
- Henry Ford Avenue from South of Alameda Street to Anchorage Road: Reclassification of Boulevard II to Modified Boulevard I
- Lakme Avenue from Anaheim Street to A Street: Reclassification of Local to Industrial Local
- Lecouvreur Avenue from E Street to Alameda Street: Reclassification of Local to Industrial Local

- McFarland Avenue from Anaheim Street to Alameda Street: Reclassification of Local to Industrial Local
- Pioneer Avenue from Anaheim Street to F Street: Reclassification of Local to Industrial Local
- Quay Avenue from G Street to C Street: Reclassification of Collector to Industrial Collector
- Sanford Avenue from Anaheim Street to E Street: Reclassification of Local to Industrial Local
- Vermont Avenue from Lomita Boulevard to Pacific Coast Highway: Reclassification of Avenue II to Modified Avenue I
- Wilmington Boulevard from Lomita Boulevard to Anaheim Street: Reclassification of Avenue II to Modified Avenue II
- Wilmington Boulevard: Anaheim Street to C Street: Reclassification of Avenue II to Modified Avenue II

Wilmington-Harbor City (East-West) Streets

- 240th Street from Western Avenue to Frampton Avenue: Reclassification of Collector to Industrial Collector
- A Street from 300ft West of Avalon Boulevard to Avalon Boulevard: Reclassification of Avenue II to Modified Avenue II
- Anaheim Street from Western Avenue to 5 Points: Reclassification of Avenue II to Modified Avenue II
- Anaheim St from Alameda Street to Farragut Avenue: Reclassification of Boulevard II to Modified Boulevard II
- E Street from Avalon Boulevard to Broad Avenue: Reclassification of Collector to Industrial Collector
- E Street from Broad Avenue to Alameda Street: Reclassification of Collector to Divided Industrial Collector
- Frampton Ave from 240th Street to City Boundary (east): Reclassification of Collector to Industrial Collector
- G Street from Avalon Boulevard to Broad Avenue: Reclassification of Collector to Modified Collector
- G Street from Broad Avenue to Sanford Street: Reclassification of Collector to Industrial Collector

- G Street from Sanford Street to Watson Avenue: Reclassification of Collector to Industrial Collector
- I Street from Terminal Island Freeway to City Boundary (east)/ Long Beach City: Reclassification of Local to Industrial Collector
- I Street from Pennington Avenue to Farragut Avenue: Reclassification of Divided Local to Industrial Local
- Lomita Boulevard from Western Boundary (Ebony) to Frampton Avenue: Reclassification of Boulevard II to Modified Boulevard II
- Palos Verdes Dr North from Leesdale Avenue to Senator Avenue: Reclassification of Boulevard I to Divided Boulevard I
- Palos Verdes Dr North from Senator Avenue to Alameda Street: Reclassification of Avenue I to Divided Avenue I
- Q St from Blinn Avenue to Drumm Street: Reclassification of Local to Industrial Local

Harbor Gateway (East-West) Streets

- Sepulveda Boulevard from Western Avenue to Normandie Avenue: Reclassification of Boulevard II to Modified Boulevard II
- Gardena Boulevard from Vermont Avenue to Estrella Avenue Reclassification of Avenue II to Modified Avenue II
- Del Amo Boulevard from Western Avenue to Denker Avenue Reclassification from Avenue I to Industrial Collector

Parking

Parking deficits are not CEQA impacts. They are considered socio-economic impacts, rather than impacts on physical environment as defined by CEQA, unless there are potential secondary impacts, such as increased circulation and/or safety impacts. Parking impacts will only be addressed to the extent secondary impacts are identified, if any.

Truck Traffic

Due to the proximity to the Ports of Los Angeles and Long Beach, and the presence of industrial land uses within the Harbor LA CPAs, a high percentage of truck traffic exists on many streets within the CPAs. The high percentage of trucks on city streets in the Harbor area will likely continue due to global trade patterns. The associated freight movement benefits the region and the nation and supports both the State and national economies. As a result of global trade, the Harbor LA CPAs bear the impact from heavy duty truck VMT. According to the City's TDF model for the year 2019, 9.2 percent of daily VMT in Harbor Gateway and 10.0 percent of daily VMT in Wilmington-Harbor City is attributed to truck traffic. These trips will continue even as the ports, regional agencies, cities, and freight rail lines all look for options to reduce the impacts of the port complex and its related trade.

4.15.6 IMPACTS

Threshold 4.15-1 **Would implementation of the Proposed Plans conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?**

This impact would be less than significant.

The Proposed Plans seek to enhance access to transit, roadways, bicycle, and pedestrian facilities; by applying new land use and zoning regulations to encourage mixed uses and site design supportive of all modes. The Proposed Plans also implement MP 2035 with a refined lens on the Harbor LA CPAs and are consistent with the objectives of the SCAG 2020-2045 RTP/SCS.

The types of transportation improvements incorporated within the Proposed Plans are based on the framework established in MP 2035. The Proposed Plans are consistent with the City's approach and principles to transportation planning. The proposed mobility improvements would provide transportation options and accommodations for multiple modes of travel (i.e., transit, bicycle, pedestrian, and vehicle) as part of the transportation system. The Wilmington-Harbor City Community Plan would also amend the street designation along Anaheim Street and modify the enhanced network designations consistent with the intent of MP 2035. MP 2035 anticipates that each community plan will provide updates as appropriate to that community's needs.

In addition to MP 2035, the Proposed Plans would support the City's Plan for a Healthy LA by creating complete neighborhoods that meet residents' basic needs by encouraging expansions to transit services along major corridors, prioritizing pedestrian safety and comfort, increasing bicycle infrastructure, concentrating growth near transportation corridors, and improving access and connectivity to recreational

facilities and open space. The implementation of enhanced pedestrian-oriented design and complete street systems is anticipated to improve safety and is in alignment with the City's Vision Zero Action Plan. In addition, individual development projects will need to adhere to the requirements in LADOT's adopted Transportation Assessment Guidelines.

The Proposed Plans would not conflict with adopted City and state policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Specifically, the Proposed Plans will incorporate new zoning that strengthens connections to existing open spaces, such as the Wilmington Waterfront and Dominguez Channel. Additionally, new zones will require the allocation of onsite amenities and open spaces for new projects. In many of the corridors in the Proposed Plans, new zoning metrics will prioritize pedestrian-oriented design through development standards which result in prohibitions of drive-thru's, limiting curb cuts, and generous landscaping requirements. In addition, many commercial Development Standards prioritize the pedestrian experience. Pedestrian access standards will facilitate pedestrian circulation by improving pedestrian access from the public realm to the interior of buildings through frequent and direct access to building entrances. Parking for automobiles is reduced, encouraging uses to orient toward pedestrian traffic in a walkable and transit rich environment. Parking facilities must meet high design standards to ensure pedestrian mobility, safety, and comfort are not hindered, and buildings provide active frontages along each segment of the public right-of- way. On-site signs are sized and located to support a pedestrian-oriented public realm. Therefore, the Proposed Plans would have a ***less than significant impact*** related to consistency with other plans with respect to transit, bicycle, or pedestrian policies would occur.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

Threshold 4.15-2 Would implementation of the Proposed Plans conflict or be inconsistent with *CEQA Guidelines* section 15064.3, subdivision (b)?

This impact would be *significant and unavoidable* for the Proposed Plans due to exceeding the 2019 baseline VMT per service population.

The following thresholds were assessed to determine if the Proposed Plans would have the potential to result in significant impacts:

1. Would the Proposed Plans result in an average VMT per service population that exceeds 15 percent below the regional average total VMT per service population from the 2016 SCAG Region.

2. Would the Proposed Plans result in an average total VMT per service population that exceeds the average total VMT per service population from the 2019 Baseline.

Table 4.15-8, Future Vehicle Miles Traveled Compared to 2016 SCAG Region, shows vehicle trips and VMT for the 2016 SCAG Region and Future 2040 Proposed Plans (i.e.., Future with Project) conditions. **Table 4.15-9, Future Vehicle Miles Traveled Compared to 2019 Baseline,** shows vehicle trips and VMT for the 2019 Baseline conditions and 2040 Proposed Plan conditions for the Harbor LA CPAs.

Table 4.15-8
Future (2040) Vehicle Miles Traveled Compared to 2016 SCAG Region

	Daily Vehicle Trips	Daily Vehicle Trips per Service Population	VMT	Daily VMT per Service Population
2016 SCAG Region Conditions*	82,283,000	3.1	908,573,000	33.9
Future (2040) Proposed Plan Conditions – Wilmington-Harbor City	308,067	2.59	2,591,888	21.75
Future (2040) Proposed Plan Conditions – Harbor Gateway	315,295	3.02	2,337,332	22.36
Future (2040) Proposed Plans – Harbor LA (combined)	623,362	2.79	4,929,220	22.04
Percent Difference (2016 SCAG Region- Proposed) – Wilmington-Harbor City	N/A	-16.6%	N/A	-35.8%
Percent Difference (2016 SCAG Region- Proposed) – Harbor Gateway	N/A	-2.7%	N/A	-34.0%
Percent Difference (2016 SCAG Region – Proposed) Harbor LA Plans (combined)	N/A	-10%	N/A	-35.0%

Source: Citywide TDF Model, 2019; Cambridge Systematics, 2022
** Note: 15 percent below SCAG VMT per service population (33.9) is 28.8, therefore any number below 28.8 would result in a less than significant impact for this threshold.*

Table 4.15-98
Future (2040) Vehicle Miles Traveled Compared to 2019 Baseline

	Daily Vehicle Trips	Daily Vehicle Trips per Service Population	Total Daily VMT	Daily VMT per Service Population
2019 Baseline – Wilmington-Harbor City	231,062	2.50	1,879,339	20.34
Future (2040) Proposed Plan Conditions – Wilmington-Harbor City	308,067	2.59	2,591,888	**21.75**
2019 Baseline – Harbor Gateway	144,164	2.59	1,016,662	18.30
Future (2040) Proposed Plan Conditions – Harbor Gateway	315,295	3.02	2,337,332	**22.36**
2019 Baseline – Proposed Plans (Combined)	375,226	2.54	2,896,001	19.57
Future (2040) Proposed Plans Conditions – Harbor LA (Combined)	623,362	2.79	4,929,220	**22.04**

Source: Citywide TDF Model, 2019; Cambridge Systematics, 2022

Threshold 1: For the Wilmington-Harbor City and Harbor Gateway CPAs, the Daily VMT per Service Population for the Proposed Plans does not exceed 15 percent below the 2016 SCAG Region.

Threshold 2: The Wilmington-Harbor City VMT per Service Population is 21.75 which exceeds the 2019 Baseline (20.34). The Harbor Gateway CPA would also exceed the 2019 Baseline (22.36 as compared to 18.30). For the Harbor LA CPAs combined, the Daily VMT per Service Population for the 2019 Baseline is 19.57 and for the Future 2040 Proposed Plans conditions is 22.04. As this would exceed the 2019 Baseline, a ***potentially significant impact*** would occur under this threshold. It should be noted that the Proposed Plans do result in lower VMT per Service Population than the City average (23.1) however, it would still exceed the City's threshold to determine significant impacts for community plans.

While an increase in VMT is an undesirable outcome for the Proposed Plans, several factors contribute to the ability of the Plans to reduce VMT in future years. The Harbor Gateway and Wilmington-Harbor City communities are an integral part of both regional and global trade. Due to their proximity to the Ports of Los Angeles and Long Beach, the land uses within the CPAs have generally included warehouse and other goods movement supportive uses. As a result, as noted above, heavy duty truck trips for the 2019 Baseline were 9.2 percent for Wilmington-Harbor City and 10.0 percent for Harbor Gateway, compared to 5.7 percent citywide. In Future 2040 Current Plan the truck share of the total VMT increases, with 13.9 percent of the total VMT for Harbor Gateway and 14.5 percent for Wilmington-Harbor City compared to 8.2 percent

citywide. Heavy Duty truck trips are much longer than light duty vehicle trips. Heavy-duty truck trip average trip length in the Harbor Gateway CPA was 16.3 miles in 2019 and increases in 2040 to 18.2 miles; and for Wilmington-Harbor City CPA was 26.4 miles in 2019 and increases in 2040 to 27.1 miles. The average trip length for other trips is much less: for Harbor Gateway, the average trip was 6.6 miles in 2019 and increases in 2040 to 6.7 miles; and for Wilmington-Harbor City was 7.5 miles in 2019 and increases in 2040 to 7.6 miles. These vehicle trips are shorter than the citywide average of 8.9 miles in 2019, increasing to 9.1 miles in 2040.

The increase in heavy-duty truck VMT and goods movement associated with land uses that proliferate in proximity to the ports contributes to a disproportionate increase in total VMT for the CPAs. These trips, tied to goods movement activities (that are a key component of the City, state and national economies), contribute to a significant VMT impact as well as other impacts discussed under air quality and greenhouse gas emissions and noise. As noted above, the SCAQMD is studying how to address concentrations of uses with high volumes of heavy-duty truck trips. SCAQMD is working on guidelines for both assessment and mitigation strategies which could include reducing truck activity and changes to truck routes (and therefore possibly VMT). Once the SCAQMD guidelines are adopted, the City will incorporate them into their CEQA practices. As warehousing and other truck-intensive uses and their associated trips generate impacts far beyond the LA Harbor CPAs, it is anticipated that federal, state and regional agencies will continue to regulate emissions to address the national and global impacts of trade.

Table 4.15-10
Vehicle Miles Traveled by Vehicle Type

	Daily VMT Auto	Daily VMT Truck	Total VMT	Percentage VMT Auto	Percentage VMT Truck	Auto VMT per Service Population	Truck VMT per Service Population
2019 Baseline – Wilmington-Harbor City	922,989	93,673	1,016,662	90.8%	9.2%	16.61	1.69
Future (2040) Current Plan – Wilmington-Harbor City	1,184,494	190,458	1,374,952	86.1%	13.9%	17.19	2.76
Future (2040) Proposed Plan Conditions – Wilmington-Harbor City	1,986,108	351,224	2,337,332	85.0%	15.0%	19.00	3.36
2019 Baseline – Wilmington-Harbor City	1,692,284	187,055	1,879,339	90.0%	10.0%	18.31	2.02

	Daily VMT Auto	Daily VMT Truck	Total VMT	Percentage VMT Auto	Percentage VMT Truck	Auto VMT per Service Population	Truck VMT per Service Population
Future (2040) Current Plan – Wilmington-Harbor City	1,909,226	324,952	2,234,178	85.5%	14.5%	18.63	3.17
Future (2040) Proposed Plan Conditions – Wilmington-Harbor City	2,202,459	389,429	2,591,888	85.0%	15.0%	18.48	3.27
2019 Baseline Citywide	217,323,374	13,227,215	230,550,589	94.3%	5.7%	13.38	0.81
Citywide (2040)	251,040,049	22,298,838	273,338,887	91.8%	8.2%	13.68	1.22

Source: Citywide TDF Model, 2019; Cambridge Systematics, 2023

Additionally, although the City's TDF model represents the best available model to determine VMT for the City at the present time, there are limitations associated with both the methodology and the model itself. As discussed in the methodology section, the City's TDF model counts the full length of the trip and attributes it to the area of origin. As noted above heavy-duty truck trips are associated with the operation of the Ports and are a key component of regional and state commerce as well as the national economy. As a result of the national reach of many facilities associated with port operations, trips associated with these land uses are much longer than other trip lengths and they are getting longer in the future resulting in a significant impact on VMT for the CPAs.

The TDF model uses historic data from the 2016 SCAG model to help predict future travel patterns by developing trip factors associated with different land uses, mode share splits, and trip distances. Historically, some workers in the Ports area have travelled substantial distances to their homes as a result of the high cost of housing in the South Bay. However, these historic patterns do not reflect anticipated changes in travel patterns that are anticipated to occur as land use planning continues to evolve. The Proposed Plans would increase jobs from 24,540 to 62,339 in 2040 with an associated more modest increase in housing units (36,276 to 47,203 in 2040) to several factors (including contaminated sites and proximity to industrial uses – see discussion below) that limit housing growth in the Project area. While housing growth within the Plan areas is constrained, adjacent communities are planning for substantial housing growth, including substantial growth in housing for all income levels, consistent with the 6th Cycle Regional Housing Needs Allocation (RHNA) and required updated Housing Elements (see discussion below).

As a result of substantial increases in planned housing, at all income levels, in surrounding communities, it is expected that the increase in jobs in the project area would align more closely with available housing

and the existing populations; meaning jobs and housing are expected to be located closer together. As a strategy to reduce trip lengths, locating jobs and households in close proximity to each other is a primary goal of the 2020 RTP/SCS as well as the City. As these strategies are implemented in the region and trip lengths are reduced, the models will reduce trip lengths accordingly, particularly the longer trip lengths associated with employment.

To reduce VMT, the City could reduce employment within the CPAs, however, the planning decision to increase employment in this area is based on anticipated demands associated with operations of the Ports as well as balancing employment with increased housing in nearby communities.

Land Use and Geographical Constraints

Both the Wilmington-Harbor City and Harbor Gateway CPAs have land use constraints that limit the amount of land available for housing which partially accounts for the focus on increasing jobs in these areas. Existing land uses and related employment are predominately industrial, making it undesirable for housing. In addition, there are two superfund sites within the Harbor Gateway CPA (see **Section 4.8, Hazards and Hazardous Materials,** and **Section 4.10, Land Use and Planning)**, which are undevelopable for housing, further limiting the options to co-locate housing and employment. The limitations on housing development in the Harbor LA CPAs contribute to longer trips due to the dissociation of jobs, housing, and retail opportunities. In some cases, these historic land uses may change and retrofitting, and conversion of industrial spaces could occur to new uses, however, due to past contamination several hundred acres of the CPAs will not be suitable for housing during the lifetime of the Plans. The unique geography of the Harbor LA CPAs shares many of its major thoroughfares with other cities and jurisdictions. The linear shape of the Harbor LA CPAs and its geographical relationship to other TAZs may further limit the VMT benefits calculated by the model. As discussed above, the presence of industrial uses and superfund sites has created limitations on the number of sites that are suitable for housing development.

As noted above, as part of the Harbor CPAs, the City is proposing land use and zoning changes that reduce heavy industrial uses and provide for more community engagement for warehouse uses. These project features will help reduce heavy-duty truck trips and related impacts. The Proposed Plans include the transition of many parcels, abutting sensitives uses, currently designated for Heavy Industrial uses to less intense GPLU's such as Light Industrial and Hybrid Industrial. This designation is being proactively implemented on strategic locations such as residential neighborhoods, open spaces and parks, and natural resources. Warehousing was previously allowed by right but is being proposed as a use requiring discretionary approval on specific sites. This would also allow for more community engagement for warehousing projects. Additionally, a new Environmental Justice finding is being proposed for parcels where warehousing requires discretionary approval. The Proposed Plans provide for new zoning

standards that are consistent with the State of California Attorney General's "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act" by limiting warehouses located in or near residential neighborhoods by requiring buffers from sensitive uses. Additional zoning regulations would require landscape buffering and screening, supplemental commercial uses, and pedestrian amenity spaces to help mitigate impacts related to warehousing.

As noted above, the City's TDF model used to analyze impacts was developed based on the SCAG 2016 TDF. Consequently, the City's TDF model does not take into consideration the significant increase in housing units between the 5th and 6th RHNA cycles. The RHNA allocation for the County of Los Angeles increased from 179,881 to 812,060 (351 percent increase)[25,26] and the City of Los Angeles' allocation increased from 82,002 to 456,643 (457 percent increase), demonstrating that the region and the City is anticipated to accommodate a significant amount of more housing during the current planning cycle (2021 to 2029). Neighboring jurisdictions such as the City of Torrance are required to accommodate an increase in housing units from 1,450 to 4,939 (241 percent increase); Carson from 1,699 to 5,618 (225 percent increase); Gardena from 397 to 5,735 (1,345 percent increase); and Long Beach from 7,048 to 26,502 (276 percent increase). These anticipated significant increases in housing in the neighboring jurisdictions are not yet included in the City's TDF. As the model is updated with more recent planning assumptions it is anticipated that trip lengths will decrease (with the exception of heavy-duty truck trip lengths associated with State and national economies).

As discussed in **Section 4.2, Air Quality**, **Impact 4.2-3**, the operation of distribution centers and other activities that require a substantial amount of heavy-duty truck activity can generate substantial Toxic Air Contaminant (TAC) emissions from diesel-fueled sources that could impact sensitive receptors. As further discussed in that analysis the Proposed Plans would transition many parcels designated for Heavy Industrial uses abutting sensitives uses to less intense land use designations such as Light Industrial and Hybrid Industrial. In addition, warehousing that was previously allowed by-right is proposed to be a discretionary approval that would allow for more community engagement. The State (AB 1000 Qualifying Logistics Use Projects) and SCAQMD (CEQA Policy Development regarding Cumulative Impacts from Air Toxics) are reviewing legislation and policies that would address toxic air contaminant issues at facilities

25 Southern California Association of Governments, *5th Cycle Regional Housing Needs Assessment Final Allocation Plan*, 2012, available online: https://scag.ca.gov/sites/main/files/file-attachments/5thcyclepfinalrhnaplan.pdf?1602185724, accessed May 31, 2023.

26 Southern California Association of Governments, 6th Cycle Regional Housing Needs Assessment Allocation Plan, 2021, available online at: https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-proposed-final-allocation-plan.pdf?1614911196, accessed May 31, 2023.

with high truck volumes. To the extent these policies/regulations reduce air emissions GHG emissions would also be reduced. To the extent these regulations/policies affect truck routes VMT could be affected.

Regional Transit Expansion

The Harbor LA CPAs include underserved communities that have historically suffered from investment shortfalls. This has resulted in a limited public transit network. The existing transit service in the Harbor LA CPAs includes limited local bus lines and a bus rapid transit line that connects north south to Downtown Los Angeles and the ports. Metro regularly adjusts its bus network, routes, frequencies, and stops to address changes in population and employment. In 2020, Metro developed the NextGen Bus Plan and as part of that process helped establish the Metro's Transit Service Policy (TSP). The TSP establishes criteria and guidelines to ensure that the transit system is developed and managed consistent with policy guidance approved by the Metro Board of Directors, including a formal process for evaluating services, service design guidelines, and a process for implementing service changes.[27] This process helps create a system that can be responsive and realign its routes, frequency, and service to better serve its customers. However, despite the TSP there is a minimal amount of bus enhancements that have been identified within the Harbor LA CPAs. The NextGen Bus Plan Draft Proposals identifies some increased frequency and network modifications to some of the existing bus lines in the CPAs; however, without high quality or permanent service, a large shift to transit that could be reflected in the model is unlikely to occur.[28]

As discussed above, existing issues related to the City's TDF Model, the type of VMT in the Plan Areas, including higher than average truck traffic, geographical and land use constraints, historic employment and housing mismatches, and lack of existing public transit infrastructure all contribute to the higher VMT per Service Population. While the City anticipates a lower VMT in the future from that forecast by the City's TDF model based on the qualitative analysis discussed above, to be conservative, the City finds that impacts related to VMT are ***potentially significant***.

Mitigation Measures

Application of **Mitigation Measure AQ-9** includes limiting truck activity which would reduce VMT as well as air quality impacts.

The City currently addresses trip reduction and TDM on a Citywide basis per LAMC Section 12.26 J. This section of the LAMC is being updated and has been preliminarily approved by the City's Planning and

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27 Los Angeles Metropolitan Transportation Authority, *Metro's Transit Service Policy*, 2020.

28 Los Angeles Metropolitan Transportation Authority, *Metro NextGen Bus Plan*, 2020, available online at: https://la-metro.maps.arcgis.com/apps/MapSeries/index.html?appid=8decc337ba35474ba28d0b4e9ad71647, accessed May 31, 2023.

Land Use Management Committee (PLUM). Final City Council approval is expected in 2023. Key updates to the City's TDM Ordinance include revisions to applicability, project scale and levels (including project-level thresholds), project requirements, and monitoring and enforcement. All future development projects will be subject to the Ordinance once it is adopted implemented. Key components are as follows:

The proposed TDM Program requirements applies to any project (not just discretionary projects) for which the net new floor area results in an increase of at least:

- 25 housing units, or 50 housing units if all units in the Project (exclusive of manager's units) are affordable dwelling units, or
- 25,000 square feet of floor area of employment and office uses, or
- 50,000 square feet of floor area of Retail and Customer-Facing Uses, or
- 50,000 square feet of floor area of Medical Uses, or
- 25,000 square feet of floor area of warehouse and industrial uses, or
- 25 guest rooms, or suites of rooms, in a hotel or motel, or
- 250,000 square feet of floor area in an arena, stadium, or multiplex theater that does not have fixed seats, or
- 10,000 seats in an arena, stadium, or multiplex theater, or
- 250 students in any school, college, or university.

Proposed requirements are scaled to the size and scope of a project with three levels to be applied to a project based on the new floor area, or the number of residential units, guest rooms, seats, or students added within the net new floor area. Projects are then assigned a Point Target based on the applicable Project Level and amount of parking proposed. The TDM Program Guidelines describe the Point Target calculation and a menu of qualified TDM Strategies with corresponding point values.

Throughout its lifetime an individual development project will be required to select and implement enough TDM Strategies from the TDM Program Guidelines to meet or exceed its assigned Point Target.

LADOT will be responsible for enforcing continual compliance with the requirements of the proposed TDM Program, as detailed in the Ordinance.

Due to the factors discussed in the impact analysis regarding the limitations of the City's model, the large number of Port related trips and historical trip patterns, developing reasonable and feasible mitigation measures that fully reduce the VMT impact is challenging. Reducing planned employment would reduce VMT per Service Population according to the current City TDF, but as noted above the current City TDF is based on historic trip lengths that are expected to reduce as housing of all income levels increases. While traditional VMT reduction methods include increased investment in active transportation, transit, and

other traditional TDM to alleviate a minimal VMT impact related to automobile travel, impacts related to heavy duty trucks need special attention and innovative approaches to help mitigate them. These innovations and improvements may need to take on regional forms but can also be considered locally when reviewing new industrial, warehouse, and commercial uses that increase the number of heavy-duty truck trips.

The City has multiple programs in place that aim to reduce VMT impacts at the local level. One such program is the City's TDM Program which includes a menu of strategies that can encourage, promote, and support sustainable travel to and from project sites. Each strategy is assigned varying point values to commensurate its estimated effectiveness in reducing VMT, drive alone trips, and vehicle trips. The TDM Program requires certain new development projects to implement strategies such as supporting transit, telecommuting, walking, carshare, neighborhood shuttles, and other strategies that reduce vehicle trips. Some strategies with the greatest potential to lower the VMT include reducing 90 percent-100 percent of parking spaces available, which has the potential to lower VMT by 0.1 percent to 36 percent, providing restricted affordable dwelling units, which is estimated to reduce VMT by 0.04 percent to 37 percent, providing higher subsidies for Metro TAP fare card, with estimated VMT reduction ranging from 0.3 percent – 20 percent depending on the size of the subsidy, and making walkshed improvements, which can reduce the VMT by 0.25 – 24.6 percent.

Individual discretionary projects, including those within the area of the Proposed Plans, currently are reviewed, and would continue to be reviewed, using the City's VMT trip calculator.[29] As part of that review, if individual projects have the potential to significantly impact VMT, the calculator allows the applicant to identify project design features that reduce VMT and if such PDFs are not available it identifies suggested mitigation measures.

It is important to note that the City's VMT Trip Calculator was developed to address light-duty vehicle residential and employment trips, and not heavy-duty truck trips. As such, project related VMT thresholds and strategies address the trips associated with housing and commercial uses. Uses that are categorized as warehousing or are associated with heavy duty truck trips may be more appropriately considered Unique Land Uses. In such cases, the City's TAG indicates a customized approach is to be used to estimate daily trips and VMT. This can be done using the custom land use feature of the VMT Calculator or, if determined to be appropriate, independent of the VMT Calculator. The methodology, thresholds and mitigation measures to be used in such cases is to be developed in consultation with and approved by LADOT staff.

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29 City of Los Angeles Department of Transportation, *Vehicle Miles Traveled Calculator, User Guide, Documentation, and TDM Strategy*, available online at: https://ladot.lacity.org/businesses/development-review#transportation-assessment, Accessed June 2023.

Heavy duty truck activity associated with the proximity of the Plan areas to the Ports, is a substantial component, even if not entirely responsible for (given model trip length estimates based on historic data), the significant VMT impact. Operations of the Ports and associated land uses that facilitate Port operations are an essential component of the region, state and national economies and therefore mitigation measures (such as eliminating or substantially reducing certain land uses) that could substantially impact Port operations are considered infeasible.

As discussed above, addressing heavy duty trucks is not only a local problem but a regional, state, and federal issue. SCAQMD is in the process of developing guidelines for assessing and mitigating land uses that generate substantial heavy-duty truck trips. The state is also considering regulations for warehouse facilities (AB 1000) and federal emissions controls continue to become increasingly stringent for heavy duty trucks. In context of review by a regional body, it seems premature if not technically infeasible for the City to develop the best approach to reduce or shorten these types of trips. Also, as noted above the City's TAG process provides for review and analysis of warehouse uses and unique land uses.

As noted above, the proposed land uses changes and zoning amendments will help address truck-related impacts from heavy industrial uses and warehousing uses. The Proposed Plans include zoning standards that are consistent with the State of California Attorney General's *Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act* by limiting warehouses located in or near residential neighborhoods by requiring buffers from sensitive uses. Additional zoning regulations would require landscape buffering and screening, supplemental commercial uses, and pedestrian amenity spaces to help mitigate impacts related to warehousing.

Significance after Mitigation

The strategies discussed above will reduce VMT impacts. However, the disproportionate impacts of goods movement on VMT in the Harbor LA CPAs is not anticipated to be fully mitigated due to the importance of goods movement from the ports on our regional, State, and national economies and the limited scope of the Proposed Plans. Mitigation of regional and national goods movements and emission controls for heavy-duty trucks is beyond the scope of the Proposed Plans. As discussed above, as to the non-good movement trips that contribute to a higher than existing average VMT, the City finds those numbers to be unreasonable in light of the housing plans in the City and adjacent jurisdictions. In any case, discretionary projects will need to show less than significant VMT impacts or be subject to mitigation measures.

The Harbor LA CPAs are historically underserved areas with several disadvantaged communities within the CPAs. Underserved and disadvantaged areas often have low existing VMT as a result of the lack of overall services and investment in the communities. These areas have fewer destinations than would

typically occur in high VMT areas. Recent studies have indicated that while increasing VMT is generally undesirable, in underserved or disadvantaged communities, it is an indication of addressing equity concerns that have long occurred in these areas.[30]

Therefore, impacts will remain significant and unavoidable.

Threshold 4.15-3 Would implementation of the Proposed Plans substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

This impact would be potentially *significant and unavoidable* related to off ramp queuing on State highway facilities. All other safety related issues from hazards would be less than significant.

The Proposed Plans describe the reasonably anticipated future development for a portion of the City and does not constitute a commitment to any project-specific development within the Harbor LA CPAs. Furthermore, none of the regulations included in the Proposed Plans would promote sharp curves, dangerous intersections, or incompatible uses that could present safety hazards. Rather, numerous policies and programs included in the Proposed Plans emphasize transportation safety for all people using the transportation system, support implementation of transportation treatments that are designed to improve roadway safety and help implement other City initiatives (such as Vision Zero or Safe Routes to School) which aim to improve the safety of the City's transportation facilities.

The proposed bike lane on Anaheim Street in the Proposed Plans would not introduce new safety hazards or incompatible uses at intersections or along roadway segments, as it would be designed to balance the needs of all users. Furthermore, the Proposed Plans would promote a transit, bicycle, and pedestrian friendly environment with a focus on prioritizing pedestrian safety and increased bicycle infrastructure to help minimize conflicts between pedestrians and vehicles.

Automobile speed is a major factor in the severity of collisions with bicyclists and pedestrians, the most vulnerable roadway users. Collisions with a vehicle traveling at 20 miles per hour result in a five percent pedestrian fatality rate, and fatalities increase to 40, 80 and 100 percent when the vehicle speed increases to

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30 University of California, Los Angeles, *Mobility, Accessibility and Disadvantaged Neighborhoods*, 2021, available online at: https://knowledge.luskin.ucla.edu/wp-content/uploads/2022/07/ca21-3431-finalreport-a11y.pdf, accessed May 31, 2023.

30, 40 and 50 mph, respectively.[31] Bicycle lanes, when accompanied by travel lane reductions can help reduce overall vehicle speeds.[32] When modified from four travel lanes to two travel lanes with a two-way left-turn lane, research along 45 corridors throughout the country has found a range of 19 to 47 percent reduction in all roadway crashes. The upgrade to fully protected bicycle lanes or cycle tracks has been shown to reduce the risk of injury by 90 percent.[33]

The bicyclist and pedestrian improvements, associated with the Proposed Plans are also anticipated to increase the number and visibility of bicyclists and pedestrians on the City's transportation network. The improvements being made include installation of bike lanes, updating and widening of sidewalks, and improvements to intersection design by including curb extension and high visibility crossing treatments. Of 68 cities across California with highest per capita pedestrian and bicycle collisions, per capita injury rates to pedestrians and bicyclists are shown to fall precipitously as the number of bicyclists increases, revealing a non-linear relationship between bicycle safety and the level of bicycling.[34] This analysis showed as much as an eight-fold variation of collisions (expressed as a percentage of those that bike or walk to work) in comparing low and high bicycling cities. The underlying reason for this pattern is that motorists drive slower when bicyclists and pedestrians are visible either in number or frequency and drive faster when few pedestrians and bicyclists are present, resulting in higher overall travel speeds. This effect of modified driving behavior is consistent with other research focused on 24 California cities that shows that higher bicycling rates among the population generally show a much lower risk of fatal crashes for all road users.[35] Comparing these low versus high bicycling communities, there was a ten-fold reduction in fatality rate for motorists, and eleven-fold reduction in fatality rate for pedestrians, and an almost fifty-fold reduction in fatality rate for bicyclists.[36]

The Proposed Plans are responding to changing demographics, a younger population desiring safe and accessible transportation options, a growing number of residents and employees seeking alternatives to the car, and an aging population that may need to rely increasingly on transportation alternatives to the automobile. In 2030, senior citizens will make up 1 in 5 of the Los Angeles County's population. This older

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31 U.S. Department of Transportation National Highway Traffic Safety Administration, *Literature Review on Vehicle Travel Speeds and Pedestrian Injuries. DOT HS 809 021,* 1999.

32 Federal Highway Administration, available online at: http://www.fhwa.dot.gov/publications/research/safety/10053/index.cfm, accessed May 31, 2023.

33 Kay Teschke et al., "Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study," *American Journal of Public Health*, 2012.

34 Jacobsen, P.L., "Safety in Numbers: More Walkers and Bicyclists, Safety Walking and Bicycling." *Injury Prevention* (2003): 205-209.

35 Marshall, Wesley E., N. W. Garrick, "Evidence on Why Bike-Friendly Cities Are Safer For All Road Users," *Environmental Practice* 13.1 (March 2011).

36 *Ibid.*

population (as well as children and the disabled) will benefit from longer pedestrian crossing times, shorter street crossing distances, wider, shaded sidewalks, street benches, increased transit service and separated bicycle facilities. Ultimately, nothing in the Proposed Plans is expected to significantly reduce pedestrian mobility, including but not limited to the disabled, those with strollers, and bus riders.

As described above, a large percentage of the trips within the CPAs are truck trips. The Wilmington Freight Mitigation Study, a joint effort between SCAG, Caltrans, the Port of Los Angeles, and Council District 15, aimed at minimizing neighborhood intrusion of trucks as it relates to the safety and overall quality of life of residents. The Wilmington Freight study identifies intersections in need of upgrades that would improve overall safety such as street closures where trucks use cut through routes, building out of roadways to larger widths, and creating designated truck routes. While these measures could improve safety where trucks interface with neighborhoods, none of the proposed measures are funded at this time.

While the City recognizes that truck traffic has a negative impact on communities in the CPAs, the Proposed Plan includes policies aimed at reducing neighborhood impacts. For example, eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use, informing drivers about appropriate truck routes to/from the facility, siting regional distribution centers and other industrial uses proximate to freeway system an regional truck routes and maintaining an adequate buffer between such uses and regional neighborhoods, adequately designing and maintaining roadways along designated truck routes to safely accommodate truck travel, preventing the intrusion of freight trucks into residential neighborhoods by employing design measures at heavily impacted locations, as well as proactive enforcement, and supporting environmental protection measures that can be implemented to reduce air quality impacts from adjacent freeways and truck routes. In addition, the City's recent ban on oil drilling would also reduce trucks accessing the area. As the Proposed Plan is aimed at reducing neighborhood impacts from trucks and would not introduce any design hazards or incompatible uses, this impact would be less than significant.

Freeway Analysis

As part of individual development project entitlements, the Interim Guidance for Freeway Safety Analysis released by LADOT in May 2020 requires that individual land use projects evaluate the potential for safety impacts related to freeway off ramp queuing. The specific concern relates to the possibility that the speed differential between vehicles traveling on freeway mainline (I-110) and vehicles queuing at freeway off-ramps may create the potential for collisions if drivers on the freeway mainline lack sufficient time to slow or stop once they are aware of a queuing situation. It is anticipated that freeway mainline traffic would slow at times when high levels of off ramp queuing occurs and that the speed differential would be sufficiently small that mainline drivers would have sufficient warning about a queuing situation; however,

it is possible that queuing at individual off ramps could occur at times when mainline traffic congestion is low, thus creating a potential safety issue. Because the Proposed Plans are programmatic in nature, they do not include specific development projects or details about the size, nature, or location of individual developments. In addition, future traffic levels and speeds at individual off ramps in and near the Harbor LA CPAs cannot be predicted with any degree of certainty at this time because it is not known how conditions may change over an approximately 20-year period and what measures the City and Caltrans may implement to address any off-ramp queuing issues that arise. Therefore, any detailed analysis of potential future impacts related to off ramp queuing would be speculative. Nevertheless, queuing-related safety issues could potentially arise as additional development occurs in the Harbor LA CPAs, although it is anticipated that the City and Caltrans would address any such issues as they arise, it cannot be determined with certainty that queuing-related safety issues would not occur.

As such, safety impacts related to off ramp queuing as growth occurs pursuant to the Proposed Plans are ***potentially significant***.

Mitigation Measures

Significant and unavoidable impacts may result from project-specific ramp queuing as growth occurs pursuant to the Proposed Plans. Potential mitigation may include transportation demand management strategies to reduce an individual project's trip generation, investments to active transportation infrastructure, or transit system amenities, and/or operational changes to the ramp terminal such as lane reassignment, traffic signalization, signal phasing or timing modifications, etc. However, without specific information on where safety impacts may occur as a result of freeway off ramp queuing, it is not possible to identify appropriate mitigation measures. Therefore, no feasible mitigation can be identified for the Harbor LA CPAs. It is anticipated that subsequent land use development projects that are seeking approval under the Proposed Plans will be required to study freeway queuing and safety impacts in more detail per the Interim Guidance for Freeway Safety Analysis.

Significance after Mitigation

Impacts related to highway safety as a result of design features or incompatible uses would be ***significant and unavoidable***. All other safety related issues from hazards would be ***less than significant.***

Threshold 4.15-4 Would implementation of the Proposed Plans result in inadequate emergency access?

This impact would be less than significant.

In the City of Los Angeles, fire prevention and suppression and emergency medical services are provided by the LAFD. Public protection services and law enforcement are provided by the LAPD. This impact analysis provides an evaluation of impacts to emergency services as they relate to transportation. For individual development projects, this impact criterion considers whether a project would have adequate access to emergency services based on the road configuration and project design. At the plan level, individual project design level details, such as location of driveway location and design, are unknown, while the Proposed Plans zoning design standards do promote locating site access to the rear of the site for corner lots and where alleys are present. While these design standards are included in the Proposed Plans, individual project level details are unknown at this time. Therefore, the EIR does not consider the impacts to emergency access to specific properties in the Harbor LA CPAs or specific streets based on roadway configurations. The EIR considers, at the detail available, the reasonably foreseeable impacts to roadway congestion from the Proposed Plans and the associated impacts to emergency access, if any, from any forecasted congestion.

Therefore, the discussion will first consider the Proposed Plans' impacts to roadway congestion using LOS and volume-to-capacity (V/C) criteria when compared to existing conditions (2019) and then discuss the emergency access impacts associated with roadway congestion.

Roadway Congestion

Many factors influence the LOS and V/C analysis including, but not limited to, land use patterns, the relationship between land use and transportation, how transportation treatments are designed within the existing roadways, how and where the Proposed Plans direct anticipated growth within the Harbor LA CPAs, and growth anticipated in the region surrounding the CPAs.

Land Use Patterns. Where and how the Proposed Plans direct anticipated growth in relation to transportation will affect transportation use; therefore, land use patterns are factored into the analysis of the circulation system. The Proposed Plans would create new housing and employment opportunities, mostly in areas around existing transit systems.

Regional Background Growth. On a regional level, traffic in the Harbor LA CPAs is anticipated to increase in conjunction with regional population, housing, and employment growth projected to occur in the future by SCAG. This growth will occur with or without implementation of the Proposed Plans. The background

growth influences the transportation analysis by accounting for the increased activity levels under the Proposed Plans conditions, although those increases would occur with or without the Proposed Plans. Background growth is included in the City of Los Angeles TDF Model.

Level of Analysis. At the aggregate plan scale, the traffic operation results reflect the impacts related to the Proposed Plans and the number of vehicle travel lanes. However, turn lanes, signal timings, and driveways are not accounted for in the analysis at this scale. Each of these features has the potential to affect operations, delay, VMT, and rerouting of traffic at the neighborhood level. Plans that involve large areas and are not expected to be fully implemented until 2040 or beyond are not analyzed effectively by detailed intersection V/C analyses. Consequently, roadway segment analysis is commonly used to determine the average service capacity of the roadway network. Street segment capacity impacts are generally evaluated in program-level analyses (such as community plans or long-range development projects) for which details regarding specific land use types, sizes, project access points, etc., are not known.

Circulation System Analysis. As identified above, two criteria (weighted average V/C ratio and the number of street segments at LOS E or F) are used to evaluate the impacts of the Proposed Plans when compared to 2019 conditions. Due to the unique roadway characteristics of the Wilmington-Harbor City and Harbor Gateway plan areas, the LOS data below is presented for each of the Harbor LA CPA plan areas separately.

Table 4.15-11, AM Peak Period Roadway Operations – Proposed Plan – Wilmington-Harbor City, presents the volume-weighted V/C ratios and LOS results for the Wilmington-Harbor City Community Plan scenario during the AM peak period for the Wilmington-Harbor CPA. **Figure 4.15-6, Proposed Plan AM Peak Period Level of Service,** shows AM peak period (6 AM – 9 AM) Level of Service for the Harbor LA CPAs. For reference, the 2040 without Project V/C is presented, representing anticipated growth in 2040 without implementation of the Proposed Plans. With the implementation of the Wilmington-Harbor City Community Plan and regional growth anticipated in 2040, the weighted V/C ratio worsens from 0.57 (LOS B) to 0.60 (LOS B), and the percentage of roadway segments operating at LOS E or F is 5 percent in both scenarios.

Table 4.15-11
AM Peak Period Roadway Operations – Proposed Plan – Wilmington-Harbor City

Transportation Metrics	Existing 2019 Conditions	Future 2040 Without Project	Future 2040 With Proposed Plan
Weighted V/C	0.50 (LOS B)	0.57 (LOS B)	0.60 (LOS B)
Percentage (%) of Street Segment at LOS E or F	3%	4%	7%
Percentage (%) of Center-Line Miles at LOS E or F	3%	5%	5%
Weighted Average V/C by Facility Type			
Boulevard / Parkway	0.57(LOS B)	0.63 (LOS B)	0.65 (LOS B)
Avenue	0.40 (LOS A)	0.49 (LOS A)	0.52 (LOS B)
Local / Collector	0.36 (LOS A)	0.45 (LOS A)	0.54 (LOS B)

Source: Cambridge Systematics, 2022

Table 4.15-12, PM Peak Period Roadway Operations – Proposed Plan – Wilmington-Harbor City, presents the volume-weighted V/C ratios and LOS results for the Wilmington-Harbor City Community Plan scenario during the PM peak period for the Wilmington-Harbor CPA. **Figure 4.15-7, Proposed Plan PM Peak Period Level of Service,** shows PM peak period Level of Service for the Wilmington-Harbor City CPAs. Under Year 2040 Without Project Conditions, the weighted V/C ratio worsens from 0.53 (LOS A) to 0.58 (LOS B). The percentage of roadway segments operating at LOS E or F increases from 3 to 6 percent. For reference, the 2040 without Project V/C is presented, representing anticipated growth in 2040 without implementation of the Proposed Plans. With the implementation of the Wilmington-Harbor City Community Plan and regional growth anticipated in Year 2040, the weighted V/C ratio worsens from 0.58 (LOS F) to 1.14 (LOS F). The percentage of roadway segments operating at LOS E or F also increases from 50 to 58 percent.

Table 4.15-12
PM Peak Period Roadway Operations – Proposed Plan – Wilmington-Harbor City

Transportation Metrics	Existing 2019 Conditions	Future 2040 Without Project	Future 2040 With Proposed Plan
Weighted V/C	0.51 (LOS B)	0.58 (LOS B)	0.61 (LOS B)
Percentage (%) of Street Segment at LOS E or F	3%	6%	8%
Percentage (%) of Center-Line Miles at LOS E or F	4%	6%	7%
Weighted Average V/C by Facility Type			
Boulevard / Parkway	0.59 (LOS B)	0.65 (LOS B)	0.68 (LOS B)
Avenue	0.40 (LOS A)	0.49 (LOS A)	0.53 (LOS B)
Local / Collector	0.38 (LOS A)	0.45 (LOS A)	0.52 (LOS B)

Source: Cambridge Systematics, 2022

The resulting weighted average V/C ratio (and corresponding LOS) would worsen with the Wilmington-Harbor City CPA compared to Existing Conditions, and the number of roadway segments operating at LOS E or F would also increase in comparison to Existing Conditions.

Table 4.15-13, AM Peak Period Roadway Operations – Proposed Plans – Harbor Gateway, presents the volume-weighted V/C ratios and LOS results for the Harbor Gateway Community Plan scenario during the AM peak period for the Harbor Gateway area.

Under Year 2040 Without Project Conditions, the weighted V/C ratio worsens from 0.70 (LOS C) to 0.76 (LOS C). The percentage of roadway segments operating at LOS E or F increases from 13 to 16 percent. For reference, the 2040 without Project V/C is presented, representing anticipated growth in 2040 without implementation of the Harbor Gateway Community Plan. With the implementation of the Harbor Gateway Community Plan and regional growth anticipated in Year 2040, the weighted V/C ratio worsens from 0.76 (LOS C) to 0.82 (LOS D). The percentage of roadway segments operating at LOS E or F also increases from 16 to 24 percent.

Table 4.15-13
AM Peak Period Roadway Operations – Proposed Plan – Harbor Gateway

Transportation Metrics	Existing 2019 Conditions	Future 2040 Without Project	Future 2040 With Proposed Plan
Weighted V/C	0.69(LOS B)	0.76 (LOS C)	0.82 (LOS D)
Percentage (%) of Street Segment at LOS E or F	13%	16%	24%
Percentage (%) of Center-Line Miles at LOS E or F	6%	10%	16%
Weighted Average V/C by Facility Type			
Boulevard / Parkway	0.82 (LOS D)	0.90 (LOS D)	0.94 (LOS E)
Avenue	0.54 (LOS B)	0.61 (LOS B)	0.72 (LOS C)
Local / Collector	-	-	-

Source: Cambridge Systematics, 2022

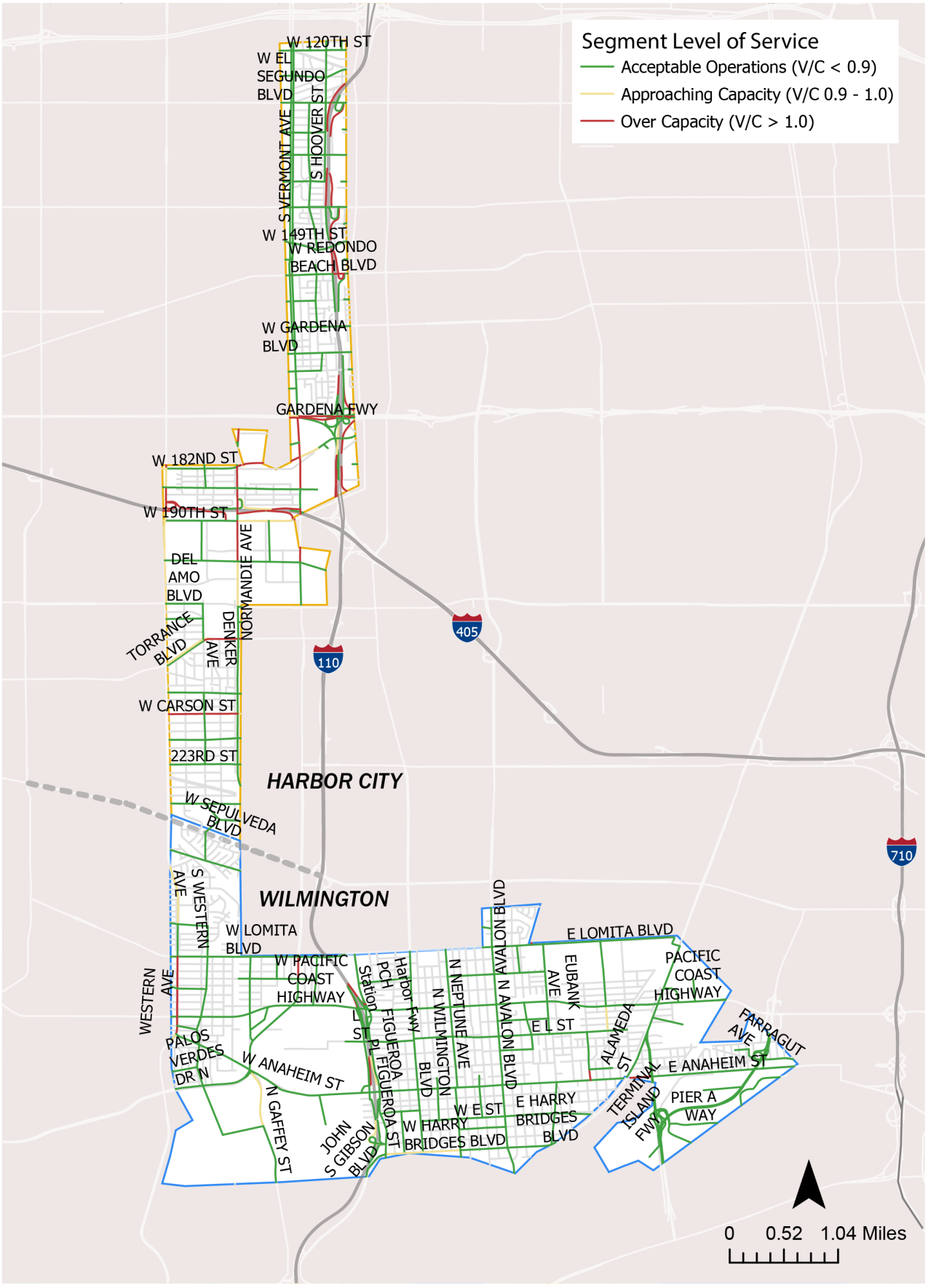
Table 4.15-14, PM Peak Period Roadway Operations – Proposed Plans – Harbor Gateway, presents the volume-weighted V/C ratios and LOS results for the Harbor Gateway Community Plan scenario during PM peak period for Harbor Gateway CPA. Under Year 2040 Without Project Conditions, the weighted V/C ratio worsens from 0.72 (LOS C) to 0.78 (LOS C). The percentage of roadway segments operating at LOS E or F increases from 15 to 21 percent. For reference, the 2040 without Project V/C is presented, representing anticipated growth in 2040 without implementation of the Proposed Plans. With the implementation of the Harbor Gateway Community Plan and regional growth anticipated in Year 2040, the weighted V/C ratio worsens from 0.78 (LOS C) to 0.85 (LOS D). The percentage of roadway segments operating at LOS E or F also increases from 21 to 31 percent.

Table 4.15-14
PM Peak Period Roadway Operations – Proposed Plan – Harbor Gateway

Transportation Metrics	Existing 2019 Conditions	Future 2040 Without Project	Future 2040 With Proposed Plan
Weighted V/C	0.71 (LOS C)	0.78 (LOS C)	0.85 (LOS D)
Percentage (%) of Street Segment at LOS E or F	15%	21%	31%
Percentage (%) of Center-Line Miles at LOS E or F	6%	11%	22%
Weighted Average V/C by Facility Type			
Boulevard / Parkway	0.82 (LOS D)	0.90 (LOS E)	0.94 (LOS E)
Avenue	0.59 (LOS B)	0.66 (LOS B)	0.77 (LOS C)
Local / Collector	-	-	-

Source: Cambridge Systematics, 2022

The resulting weighted average V/C ratio (and corresponding LOS) would worsen with the Harbor Gateway CPA compared to Existing Conditions, and the number of roadway segments operating at LOS E or F would also increase in comparison to Existing Conditions.



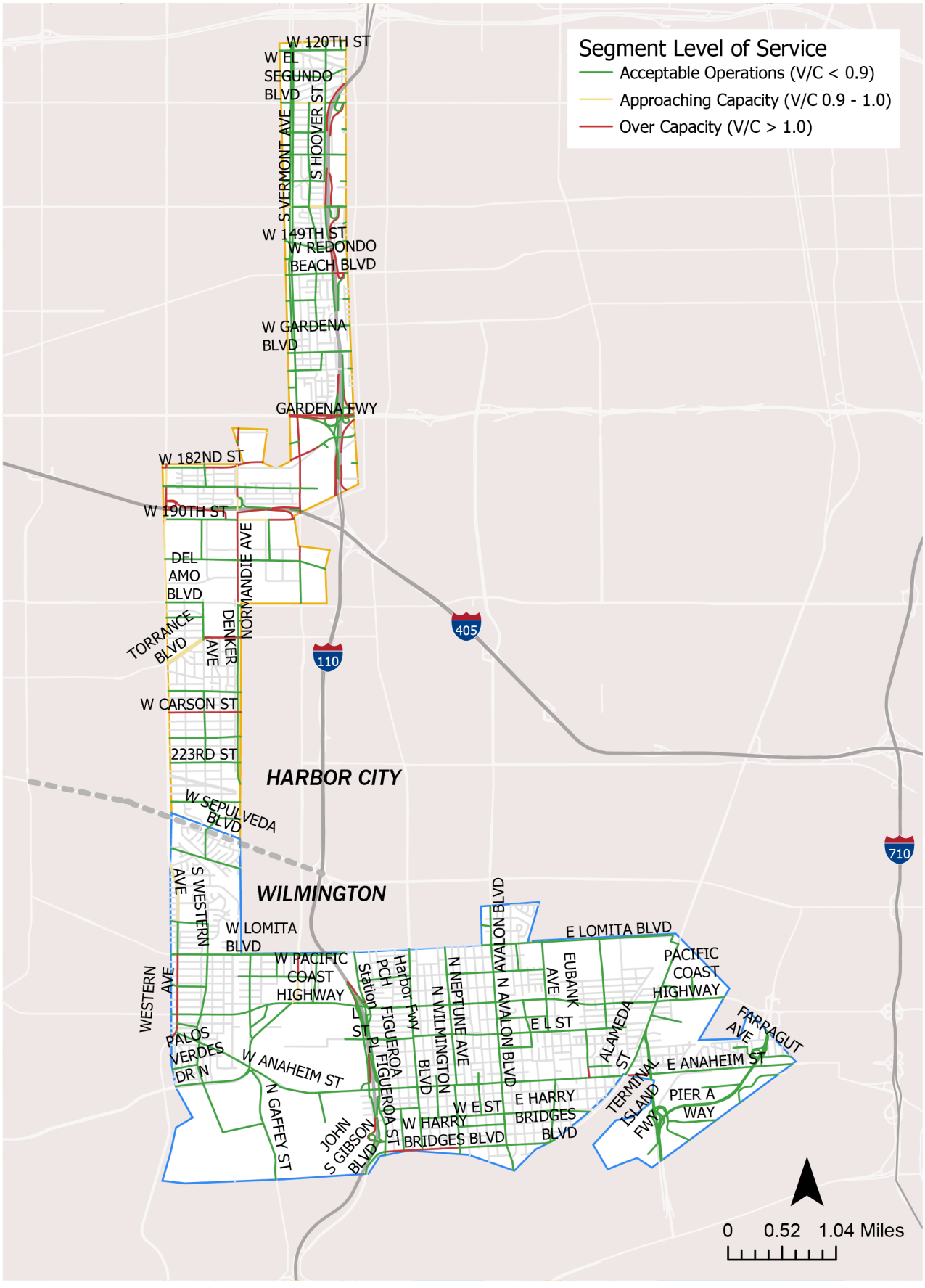
SOURCE: Cambridge, 2023

FIGURE **4.15-6**

IMPACT SCIENCES

Proposed Plan AM Peak Period Level of Service

1264.010•06/23



SOURCE: Cambridge, 2023

FIGURE **4.15-7**

IMPACT SCIENCES

Proposed Plan PM Peak Period Level of Service

1264.010•06/23

Emergency Access Impacts Associated with Roadway Congestion

While the Proposed Plans would affect segment-level LOS as shown above, there is not a direct relationship between predicted travel delay and response times as California state law requires drivers to yield the right-of-way to emergency vehicles and even permits emergency vehicles to use opposing lane of travel, the center turn lanes, or bus-only lanes. LAFD in collaboration with LADOT has developed a Fire Preemption System (FPS), a system that automatically turns traffic lights to green for emergency vehicles traveling on designated streets in the City.[37] The City of Los Angeles has over 205 miles of routes equipped with FPS. In some instances, roadway reconfigurations with the implementation of the transportation improvements as part of the enhanced network treatments could improve emergency access. For example, a roadway reconfiguration project could improve emergency access where a bus-only lane or a contiguous center left-turn lane is introduced where it did not exist. Emergency vehicles are permitted to use bus-only lanes for local access to emergency destinations. People traveling by bicycle are required to pull to the side of the road to yield access to emergency providers regardless of if they are traveling in a bicycle-only lane or in a standard travel lane. It is more likely that when in route to an emergency incident, general traffic will be expected to merge into the bus-only lane, permitting the emergency vehicle to pass in the through lane to the left. Emergency responders also routinely use the center left-turn lanes, or even travel in opposing travel lanes if needed. Generally, multi-lane roadways allow emergency vehicles to travel at higher speeds and permit other traffic to maneuver out of the path of the emergency vehicle.

Knowing exactly how fire and emergency service response times will be affected calls for a great deal of speculation. As explained above, it is not possible to exactly predict the Proposed Plans' impacts at the street level. This is one factor as to why it is not possible to forecast response times. The other is that, as explained above, the relationship between emergency access and traffic and potential impacts associated with emergency access is complex and involves factors such as the following:

- The proximity of LAFD and LAPD (and other) facilities to those they serve.
- The staffing and equipment at fire stations.
- The opportunity for emergency responders to use alternative routes in an area.
- The specific street configuration. LAFD, in cooperation with LADOT and the City Planning Department, actively participates in the design of specific roadway changes in order to ensure adequate fire/emergency access is maintained. LAFD, in reviewing street and right-of-way projects, comments

37 Los Angeles Fire Department, Bulletin No. 133, *Training Bulletin: Traffic Signal Preemption System for Emergency Vehicles*, October 2008.

on particular street configuration designs, and will raise concerns if roadways present particular access challenges and can recommend no changes be done at all or alternative changes be undertaken if fire and emergency access are particularly impacted.

- The changing demand for service is complex. For example, with increasing populations there may be more density and more construction, though new buildings are constructed in accordance with increasingly stringent building and fire codes making them safer and more resistant to fires, such as requiring fire sprinklers. The population is aging, which may increase demand for services. But it is also feasible that the population may not need additional services, as healthcare and other technologies evolve and are improved.

- Future factors that could increase efficiencies in response, including improvements in technology and management, such as changes in deployment of equipment and staff and mutual aid agreements.

The LAFD has a mandate under the State Constitution to provide fire services as, "the protection of the public safety is the first responsibility of local government." Cal. Const. Art. XIII, Sec. 35, subd. (a)(2). LAFD "preserves life and property, promotes public safety and fosters economic growth through a commitment to prevention, preparedness, response and recovery as an all-risk life safety response provider." It is the nation's second busiest provider of Emergency Medical Services (EMS); more than 85 percent of LAFD's daily responses are related to EMS. The types of medical response calls received range from minor cuts to trauma and heart attacks. The call volume for structure and brush fires is less frequent.

In March of 2023, the LAFD published its 2023-2026 Strategic Plan.[38] The Strategic Plan focuses on seven key goals and corresponding strategies, tactics and benchmarks for goal achievement. The key goal that applies to the Proposed Plans is Goal 1: Deliver exceptional public safety and emergency services.

Goal 1 includes a strategy to ensure optimal emergency resource deployment to meet the evolving needs of the City. Goal 1 identifies two key tactics that are applicable to the Proposed Plans: Tactic 1.1.1 calls for the LAFD to complete a citywide Standards of Coverage analysis to identify the greatest opportunities for resource allocation improvement, and Tactic 1.1.2 calls for the LAFD to redeploy and add resources based on the needs identified in the Standards of Coverage analysis in order to improve response times.

In June of 2023, the LAFD issued its Standards of Cover (SOC) deployment analysis, prepared by Citygate Associates, LLC (Citygate). The study included reviewing the adequacy of the existing deployment system of apparatus and personnel from current fire station locations, testing deployment scenarios to improve

38 LAFD, *2023-2026 Strategic Plan*, available online at: https://www.lafd.org/about/about-lafd/strategic-plan, accessed July 11, 2023.

response performance, and analyzing workload per response unit. The study focuses on neighborhood-based fire and emergency medical services resources. The data analyzed in the SOC report covers calendar years 2018 to 2020. The report makes key findings and, where appropriate, specific action item recommendations. Overall, there are 17 key findings and six specific action item recommendations. The LAFD is developing plans to implement the report's recommendations, where appropriate.[39]

The City Planning Department met with LAFD staff to discuss the LAFD Strategic Plan and its relationship to growth and traffic with LAFD staff in order to understand how LAFD responds to growth and changes in traffic.[40] LAFD advised that although increasing congestion is a factor in how they address emergency response, their ongoing planning efforts, including the LAFD Strategic Plan take into account such increases in congestion and LAFD continues to plan for and maintain public safety and emergency service as required. LAFD will monitor any impacts to on-the-ground implementation that the Proposed Plans may have on response times and will make adjustments as necessary. These adjustments may or may not include redeploying resources, adding staff, or building new fire stations. In more recent meetings related to the preparation of the Recirculated Draft Hollywood EIR, the Planning Department staff met with LAFD staff on the same topic due to public comments received about congestion and emergency response.[41] LAFD staff indicated that there are ongoing assessments of increases in call load or types of calls throughout the City, and LAFD continuously makes resource and deployment adjustments to address these changes, such as hiring additional medical personnel, acquiring new apparatus or flex staffing of personnel during the busiest hours of the day.

LAFD has goals for response times that are consistent with the response times stated in the National Fire Protection Association guidelines, including call processing, turnout for EMS and Non-EMS calls, and travel. LAFD holds regular FireStat meetings to review response times throughout the City. These meetings include battalion chiefs and captains from the four Geographic Bureaus (Central, South, Valley, and West) and the Administrative Bureaus in the City and uses the FireStat data to exercise performance management and spot trends to adjust practices, methods or identify other solutions to maintain response times. Metrics are compared between stations and even across shifts or platoons to determine if there is an issue and to continue always to work on reducing all response times to get closer to the NFPA guidelines. If response times are shown to be increasing, battalion chiefs and captains will be tasked with identifying the reason and put in place mediations to resolve the issue. For example, if it is shown that one platoon is managing

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39 LAFD, Staff Report dated May 31, 2023 (published June 6, 2023), Board of Fire Commissioners File No. 23-055, available online at: https://ens.lacity.org/lafd/lafdreport/lafdlafdreport1864172030_06012023.pdf, accessed July 11, 2023.

40 Meeting between Department of City Planning and LAFD staff on September 8, 2015.

41 Meetings between Department of City Planning and LAFD staff on April 29, June 13, July 2, September 3, and September 17, 2019.

a four-minute average response and another platoon at the same station in similar conditions has an average response time of four and a half minutes, the responsible officers for the station will need to determine why one platoon is doing better than another, such as whether one platoon is taking a different route and resolve the differences to improve the slower numbers. If the factors are external to LAFD, LAFD will coordinate with other City departments, such as LADOT or the City's Information Technology Agency (ITA) to adjust street light timing, or look for completely new solutions, in order to improve response times. In general, LAFD is constantly monitoring FireStat and utilizing all available resources so that appropriate and feasible response times are being maintained.

Many members of the public focus on response times as operational measures to assess system performance[42] or believe that faster response times mean better patient outcome.[43] Nationwide, the most widely referenced response time standard for advanced life support (ALS) incidents in urban settings has been for emergency responders to respond within eight minutes 59 seconds, when including call processing time, for 90 percent of incidents. The National Fire Protection Association *1710 Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations and Special Operations to the Public by Career Fire Departments* is for an ALS unit to respond within eight minutes to 90 percent of incidents, without including call processing time (Fitch, 2010). This response goal time has been commonly cited since Dr. Mickey Eisenberg published a study in 1979, which concluded that survival from cardiac arrest is maximized if the time between collapse to receiving CPR is four minutes and the time from collapse to receiving definitive care (e.g., defibrillation) is eight minutes, which has led to a widespread goal of an eight minute response for ALS units responding to life-threatening emergencies (Blanchard et al., 2012).

LAFD publishes average operational response times citywide and by specific fire stations online through FIRESTATLA: http://www.lafd.org/fsla/stations-map, and was the first fire agency in the United States to release response times to the public.[44] ALS operational response times are provided for the full calendar year (January through December) starting with the year 2017 to 2021. Operational response time is the time interval that starts when first contact is made (either through 911 or the fire dispatch center) and ends when

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42 Fitch, Jay. "Response Times: Myths, Measurement and Management." *The Journal of Emergency Medical Services*, August 31, 2005, available online at: https://www.jems.com/2005/08/31/response-times-myths44-measure/, accessed March 20, 2021.

43 Ian E. Blanchard, Christopher J. Doig, Brent E. Hagel, Andrew R. Anton, David A. Zygun, John B. Kortbeek, D. Gregory Powell, Tyler S. Williamson, Gordon H. Fick & Grant D. Innes, "Emergency Medical Services Response Time and Mortality in an Urban Setting," *Prehospital Emergency Care*, 2012, 16:1, 142151, available online at: http://www.emdac.org/docs/Blanchard_EMS%20Times%20&%20Mortality_PrehospEmergCare_2012.pdf, accessed March 30, 2021.

44 Rick Orlav, "Los Angeles First in U.S. to Post Fire Response Times Online," *Government Technology*, October 2014, available online at: https://www.govtech.com/data/Los-Angeles-First-in-US-to-Post-Fire-Response-Times-Online.html, accessed March 30, 2021.

the first Standard Unit arrives on-scene. A Standard Unit has the capacity or equipment to administer the full suite of lifesaving services.[45] Average ALS operational response times for the City and for the five stations in the Harbor LA CPAs are less than the eight minute 59-seconds standard, including call processing time, see **Table 4.15-15, Operational Response Times for Advanced Life Support (ALS)**.

Table 4.15-15
Operational Response Times for Advanced Life Support (ALS)

Year	Station 64	Station 79	Station 85	Station 38	Station 49
2017	6:15	6:50	05:42	05:08	05:08
2018	6:02	7:00	05:55	05:21	05:26
2019	5:54	7:06	05:41	05:27	07:51
2020	5:42	6:58	06:06	05:45	07:21
2021	6:09	7:11	06:25	05:59	06:54

Source: LAFD, FIRESTATLA, 2022.

Based on the data, the average operational response times for ALS incidents for the five fire stations in the Harbor LA CPAs have generally increased, slightly, in recent years but remain under the 8 minutes 59 seconds standard. Based on the above discussion, it is not reasonably foreseeable that the City will not continue to stay below the 8 minutes 59 second standard for average emergency response times in the Harbor LA CPAs in consideration of the increasing congestion in the CPAs. It is reasonably foreseeable that LAFD will continue to meet its own mission statement and constitutional mandate to provide necessary fire and emergency services to the residents and visitors of the City. LAFD is currently preparing a Standards of Cover that will establish the City's response time standard and identify the facilities, equipment, and staff to maintain that response time, including in consideration of increasing congestion identified above. Additionally, LAFD continues to develop, obtain, and innovate new methods, resources, and equipment to meet the needs of the City for fire and emergency response, including in the Harbor LA CPAs.

Based on the above, the impact of the Proposed Plans on emergency medical services, fire protection, and police protection would be ***less than significant***.

45 LAFD, FIRESTATLA, "How We Calculate Results," available online: http://www.lafd.org/how-we-calculate-results, accessed March 30, 2021.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

4.15.7 CUMULATIVE IMPACTS

Cumulative transportation and traffic impacts consider regional population, housing, and employment growth projections prepared by SCAG as well as growth anticipated in the Harbor LA CPAs. The RTP also includes an SCS that provides guidance on land use planning and transportation to ensure that the region meets CARB's region-specific GHG reduction goals. The RTP also includes large-scale transportation improvements to show how linking transportation and land use planning can reduce automobile trips and greenhouse gas emissions. The SCAG RTP/SCS identifies transportation corridors and transit routes, HQTAs, and a variety of strategies to be employed across the region.

MP 2035 and SCAG RTP/SCS Consistency

In August 2015, the City of Los Angeles adopted MP 2035. MP 2035 is the transportation blueprint for the City of Los Angeles. MP 2035 identifies several changes to the City's circulation system, including policies, an Enhanced Complete Street System, an Action Plan, a Complete Streets Design Guide, and a revised Bicycle Plan, all of which will influence the network conditions in the Harbor LA CPAs and adjacent areas in the City of Los Angeles.

MP 2035 provides the framework for future community plans and specific plans, which take a closer look at the transportation system in specific areas of the City and recommend more detailed implementation strategies to realize MP 2035. MP 2035 was prepared in compliance with the 2008 Complete Streets Act, which mandates that the circulation element of a city's General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

The Proposed Plans reflects the MP 2035 projects within the CPA; however, the future transportation impact analysis does not reflect full buildout of MP 2035 in adjacent areas of the City of Los Angeles. In the remaining portion of the City of Los Angeles outside the Harbor LA CPAs, buildout of MP 2035 was not included in the Future with Proposed Plans analysis because, although MP 2035 has been adopted, the

timing of implementation has not yet been identified. The cumulative impacts analysis evaluates the impacts of the Proposed Plans, which includes the MP 2035 build out within the CPA, in conjunction with the overall transportation network within the City's TDF model which helps account for the entire the City of Los Angeles. As the Proposed Plans are consistent with the MP 2035 and SCAG's RTP/SCS, these impacts would not be cumulatively considerable.

State CEQA Guidelines Section 15064.3, Subdivision (b) Consistency

The Proposed Plans do not meet the City's adopted threshold of not exceeding baseline conditions but do meet the regional threshold of not more than 15 percent below the SCAG region. While the Proposed Plans cannot be used to determine the impact of individual development projects or adjacent community plans, the inclusion of the regionally used future forecasts accounts for potential cumulative impacts in this analysis. Therefore, the Proposed Plans would result in a substantial contribution to cumulative impacts related to the VMT projections and would not be consistent with *State CEQA Guidelines* Section 15064.3, Subdivision (b). The project would result in a project-specific significant impact relative to VMT which would contribute to cumulative VMT impacts. Cumulative impacts are ***significant and unavoidable.***

Hazards Due to a Geometric Design Feature or Incompatible Uses

The Proposed Plans do not include any elements that would promote sharp curves, dangerous intersections, or incompatible uses that could present safety hazards. The Proposed Plans promote policies and programs to encourage safety of users across all modes. Although the Proposed Plans describe a reasonably anticipated future and cannot constitute a commitment to any project-specific development, individual projects would be expected to align with the safety principles of the Proposed Plans as well. However, potentially significant queuing-related safety issues could arise as additional development occurs in the Harbor LA CPAs and elsewhere in the region and, although it is anticipated that the City and Caltrans would address any such issues as they arise, it cannot be determined with certainty that queuing-related safety issues would not occur. Thus, the Proposed Plans would result in a project-specific significant impact relative to freeway off ramp queuing which would contribute to cumulatively significant freeway impacts related to queuing. The Proposed Plans contribution to all other cumulative impacts related to transportation hazards would not be considerable.

Emergency Access

The Proposed Plans would increase traffic in the Harbor LA CPAs, which could result in potential delays for emergency vehicles. As noted above, the Department of City Planning staff have discussed the LAFD Strategic Plan and its relationship to growth and traffic with LAFD staff. While LAFD acknowledged the possible effects of congestion on their efforts, their ongoing planning efforts and new Strategic Plan

consider increased congestion and the possible adjustments necessary. These adjustments may include redeploying resources, adding staff, or building new fire stations as deemed necessary. LAFD will continue to monitor growth in the Harbor LA CPAs and any impact they identify will be addressed when needed. Therefore, the Proposed Plans would not have a cumulatively considerable contribution to a cumulative impact related to emergency access.

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4.16 TRIBAL CULTURAL RESOURCES

INTRODUCTION

This section analyzes the potential environmental effects on tribal cultural resources and evaluates impacts associated with Harbor LA Community Plans Update which includes the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan, hereinafter, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans." The Proposed Plans are evaluated in terms of whether implementation of the Harbor LA Community Plans would impact tribal cultural resources. The broader cultural history for the Harbor LA Community Plans Areas (CPAs) is provided in **Section 4.4, Cultural Resources**.

4.16.1 EXISTING ENVIRONMENTAL SETTING

Regional Setting

Prior to Spanish colonization in the mid-1500s, much of the Los Angeles region, including the Harbor LA CPAs, were occupied by an indigenous tribe known as the Gabrielino. The name was applied by the Spanish to the indigenous people that were attached to Mission San Gabriel. Today, most contemporary Gabrielino prefer to identify themselves as Tongva.[1] It is believed that the area has been inhabited for at least 13,000 years, though the ancestors of the Tongva people did not arrive from the Sonoran Desert until around 3,500 years ago. The area inhabited by the Tongva people was known as Tovaangar and consisted of the Los Angeles Basin, portions of the Santa Monica and Santa Ana mountains, and the Southern Channel Islands. Historical evidence and archaeological findings show an intricate material culture of carvings, paintings, baskets, and many tools and decorative objects made from stone, shell, and bone. The Tongva people were hunter-gatherers and survived on a broad diet of sea, river, and land animals, as well as a variety of plants. Primary plant resources included acorns and seeds including chia, sages, various grasses, and holly-leafed cherry. The Tongva used wooden boats, harpoons, and clubs for deep-sea hunting; lines, nets, and poisons for river fishing; and traps and bow and arrows for hunting land mammals.[2]

It is estimated that there were approximately 5,000 to 10,000 Tongva in the Los Angeles area pre-colonization by the Spanish in 1542. It would not be until the arrival of the Mission de San Gabriel and the San Fernando Mission in 1771 that the rapid decline of indigenous people in the area began. The forced

1 Sometimes also known as 'Kizh.'

2 Los Angeles Almanac, "Original People of Los Angeles County," available online at: http://www.laalmanac.com/history/hi05.php, accessed August 3, 2022.

assimilation of the now "Gabrielino" people (named for the mission) to western European culture, in conjunction with European diseases, lead quickly to the near-complete annihilation of the native people and culture.[3]

Local Setting

As the Harbor LA CPAs were inhabited by native people for presumably thousands of years, substantial numbers of tribal cultural resources have been discovered over time in the area. Various federal, State, and local regulations have been promulgated to protect archaeological sites and resources. Although the California general plan law calls for mapping of the sites, the exact location of sites is confidential, pursuant to California Government Code Section 6254.10, to protect sites from disturbance, scavenging, and vandalism.

Despite the heavy development of the Harbor LA CPAs, there is still potential for the occurrence of unidentified tribal cultural resources within the Harbor LA CPAs. For example, it is possible that human remains would be located outside of formal cemeteries, as it was common for Native Americans to bury their own beyond the confines of the Mission grounds. However, no informal cemetery sites are known to be located within the Harbor LA CPAs.[4]

Sacred Lands File Search

Impact Sciences requested a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search on December 21, 2021 (see **Appendix 4.16, Tribal Cultural Resources Correspondence**). The search results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites. As such, the NAHC recommended that the City reach out to the local Native American tribes for additional information and provided a list of 11 local tribal representatives.

Native American Consultation

Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal notification and, when requested, consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources (TCR), as defined in PRC Section 21074, as part of CEQA. Assembly Bill 52 requires meaningful consultation with California Native American Tribes on

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3 Los Angeles Almanac, "Original People of Los Angeles County," available online at: http://www.laalmanac.com/history/hi05.php, accessed August 3, 2022.

4 University of California, Los Angeles, Department of Cognitive Cultural Studies, "Tongva (Gabrielinos)," available online at: http://cogweb.ucla.edu/Chumash/Tongva.html, accessed August 3, 2022.

potential impacts to TCRs, as defined in Public Resources Code Section 21074. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources.

As part of the AB 52 process, Native American tribes must submit a written request to the City of Los Angeles to be notified of projects within their traditionally and culturally affiliated area. The City of Los Angeles must provide written, formal notification to those tribes within 14 days of deciding to undertake a project where a negative declaration or EIR will be prepared. The tribe must respond to the City of Los Angeles within 30 days of receiving this notification if they want to engage in consultation on the project, and the City of Los Angeles must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either 1) the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

The City of Los Angeles sent tribal consultation letters to a list of 11 Native American contacts provided by the NAHC in compliance with AB 52 and Senate Bill (SB) 18[5] on October 17, 2022, to advise them of the Proposed Plans and afford them the opportunity to engage in government-to-government consultation pursuant to the requirements of California AB 52.[6] Those tribal contacts include the following:

- Gabrieleño Band of Mission Indians-Kizh Nation (Andrew Salas, Chairperson),
- Gabrielino/Tongva San Gabriel Band of Mission Indians (Andrew Morales, Chairperson),
- Gabrielino/Tongva Nation (Sandonne Goad, Chairperson),
- Gabrielino Tongva Indians of California Tribal Council (Robert Dorame, Chairperson),
- Gabrielino Tongva Indians of California Tribal Council (Christina Conley, Tribal Consultant and Administrator),
- Gabrielino/Tongva Tribe (Charles Alvarez, Chairperson),
- Juaneno Band of Mission Indians Acjachemen Nation – Belardes (Matias Beardes, Chairperson),
- Juaneno Band of Mission Indians Acjachemen Nation – Belardes (Joyce Perry, Tribal Manager),
- Santa Rosa Band of Cahuilla Indians (Lovina Redner, Tribal Chair),
- Soboba Band of Luiseño Indians (Isaiah Vivanco, Chairperson)

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5 As a charter city, the City of Los Angeles is not required to comply with SB 18, but the City complied as a voluntary measure.

6 State of California, *AB-52 Native Americans: California Environmental Quality Act*, California Legislative Information Bill Text, available online at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201320140AB52, accessed on October 13, 2021.

- Soboba Band of Luiseño Indians (Joseph Ontiveros, Cultural Resource Department).

In addition, on October 26, 2022, the City sent 10 additional letters to an updated list of tribal contacts, including the following:

- Fernandeño Tataviam Band of Mission Indians (Rudy Ortega, Tribal President)
- Fernandeño Tataviam Band of Mission Indians (Miguel Luna, THCP Director)
- Gabrieleño Band of Mission Indians-Kizh Nation (Andrew Salas, Chairperson),
- Gabrielino/Tongva San Gabriel Band of Mission Indians (Anthony Morales, Chairperson),
- Gabrielino/Tongva Nation (Sandonne Goad, Chairperson),
- Gabrielino Tongva Indians of California Tribal Council (Robert Dorame, Chairperson),
- Gabrielino/Tongva Tribe (Charles Alvarez, Chairperson),
- San Fernando Band of Mission Indians (Donna Yocum, Chairperson)
- Soboba Band of Luiseño Indians (Isaiah Vivanco, Chairperson)
- Torres Martinez Desert Cahuilla Indians (Thomas Tortez, Chairperson)

At the time of preparation of this EIR, the City of Los Angeles has received one response from the Fernandeño Tataviam Band of Mission Indians stating that they will not be requesting tribal consultation. No other responses were received within the 30-day consultation window or as of the date of this EIR. Tribal representatives provided information on the tribe's ancestral localities and the desire for presence on site during ground disturbance/excavation activity so that they may identify and assess the significance of any Tribal Cultural resource that may be encountered.

4.16.2 REGULATORY FRAMEWORK

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Tribal Cultural Resources at the state level. As described below, these plans, guidelines, and laws include the following:

- Assembly Bill 52
- California Public Resources Code
- California Penal Code
- Senate Bill (SB) 18

State

Assembly Bill 52

AB 52 was approved on September 25, 2014. The act amended California PRC Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. The primary intent of AB 52 is to involve California Native American Tribes early in the environmental review process and to establish a category of resources related to Native Americans, known as tribal cultural resources, that require consideration under CEQA. PRC Section 21074(a)(1) and (2) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe" that are either included or determined to be eligible for inclusion in the California Register or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. A tribal cultural resource is further defined by PRC Section 20174(b) as a cultural landscape that meets the criteria of subdivision (a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. PRC Section 20174(c) provides that a historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

PRC Section 21080.3.1 requires that, within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency of projects within their geographic area of concern.[7] Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation.[8]

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project's impacts on the tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural

7 Public Resources Code, Section 21080.3.1(b) and (c).

8 Public Resources Code, Sections 21080.3.1(d) and 21080.3.1(e)

resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.[9]

In addition to other CEQA provisions, the lead agency may certify an EIR or adopt a Mitigated Negative Declaration for a project with a potentially significant impact on an identified tribal cultural resource, only if a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or requested a consultation but failed to engage in the consultation process, or the consultation process occurred and was concluded as described above, or if the California Native American tribe did not request consultation within 30 days.[10]

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of the tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

Confidentiality does not apply to data or information that are, or become publicly available, are already in lawful possession of the project applicant before the provision of the information by the California Native American tribe, are independently developed by the Project applicant or the Project applicant's agents, or are lawfully obtained by the Project applicant from a third party that is not the lead agency, a California Native American tribe, or another public agency.[11]

California Public Resources Code

California PRC Section 5097.98, as amended by Assembly Bill 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant

9 Public Resources Code, Section 21080.3.2(b)

10 Public Resources Code, Section 21080.3.2(b)

11 Public Resources Code, Section 21082.3(c)(2)(B).

(MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and inspected the discovery, the MLD then has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods. In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the landowner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

PRC Section 5097.99 prohibits acquisition or possession of Native American artifacts or human remains taken from a Native American grave or cairn after January 1, 1984, except in accordance with an agreement reached with the NAHC.

PRC Section 5097.5 provides protection for tribal resources on public lands, where Section 5097.5(a) states, in part, that:

> *No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.*

California Penal Code

California Penal Code Section 622.5 provides the following:

> *Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor.*

California Penal Code Section 623 provides the following:

> *Except as otherwise provided in Section 599c, any person who, without the prior written permission of the owner of a cave, intentionally and knowingly does any of the following acts is guilty of a misdemeanor punishable by imprisonment in the county jail not exceeding one year, or by a fine not exceeding one thousand dollars ($1,000), or by both such fine and imprisonment: (1) breaks, breaks off, cracks, carves upon, paints, writes or otherwise marks upon or in any manner destroys, mutilates, injures, defaces, mars, or harms any natural material found in any cave. (2) disturbs or alters any archaeological evidence of prior occupation in any cave. (3) kills, harms, or removes any animal or plant life found in any cave. (4) burns any material which produces any smoke or gas which is harmful to any plant or animal found in any cave. (5) removes any material found in any cave. (6) breaks, forces, tampers with, removes or otherwise disturbs any lock, gate, door, or any other structure or obstruction designed to prevent entrance to any cave, whether or not entrance is gained.*

Senate Bill (SB) 18

As of March 1, 2005, SB 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction. This section does not apply to charter cities, like the City of Los Angeles.

4.16.3 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to tribal cultural resources if they would:

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:
  - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
  - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, lead agency shall consider the significance of the resource to a California Native American tribe.

4.16.4 METHODOLOGY

The methodologies employed for the tribal cultural resources impacts analyses are described in **Section 4.16.2, Regulatory Framework,** and **Section 4.16.3, Thresholds of Significance**, above. In determining potential impacts, consideration is given to whether or not the area is known to contain tribal cultural resources, including those that are listed or eligible for listing on the California Register of Historical Resources, or in a local register of historical resources.

4.16.5 IMPACTS

Threshold 4.16-1 **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms**

of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**

- **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

This impact would be less than significant with mitigation.

Effects on tribal cultural resources are undetermined until a specific development has been proposed. This is due to the fact that effects are highly dependent on both individual development site conditions and the characteristics of the proposed activity. Future discretionary development under the Proposed Plans that is subject to CEQA must comply with the requirements of AB 52, including consultation with California Native American tribes as each project is proposed which may result in the identification of tribal cultural resources. As described herein and in **Section 4.4, Cultural Resources**, Los Angeles has a long history of Native American settlement; therefore, tribal resources could be present and development activities that could be accommodated under the Proposed Plans could have the potential to significantly impact tribal cultural resources. While the SLF search indicated a negative result, meaning there is not a high likelihood of tribal cultural resources in the Harbor LA CPAs, there remains the potential to encounter previously unknown tribal cultural resources. As such, although the potential for impacts is low, grading and excavation associated with individual development projects that disturb previously undisturbed soils could potentially encounter intact tribal cultural resources. Individual discretionary projects that are subject to CEQA would be subject to AB 52 Native American consultation requirements and, as appropriate, analysis of and/or monitoring for cultural resources. However, a "by right" project would not be subject to either AB 52 or CEQA and in these cases, no tribal consultation would occur. Due to the potential for projects to encounter tribal cultural resources, impacts would be ***potentially significant***.

Mitigation Measures

MM CR-1 and **MM CR-2**

MM TC-1 Native American Consultation and Monitoring for Discretionary Projects

Prior to commencing any ground disturbance activities at the project site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, auguring, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by a Native American tribe traditionally and culturally affiliated with the geographic area of the project. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").

1. The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources.

2. Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant, or its successor, shall maintain on the project site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities.

3. In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

    a. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; and (2) OHR.

    b. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

    c. The Applicant, or its successor, shall implement the tribe's recommendations if the qualified tribal monitor or archaeological monitor reasonably concludes such recommendations are reasonable and feasible and determined to be supported with substantial evidence.

4. Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of tribal cultural resources shall occur as follows:

    a. The find shall be preserved in place or left in an undisturbed state unless the project would damage the resource.

    b. When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study shall occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a qualified tribal monitor or qualified archaeologist.

5. All collected artifacts and fieldwork notes, if not human remains or other mortuary objects, shall be curated at the Natural History Museum of Los Angeles County or another appropriate curatorial facility.

6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.

7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 6 above.

8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

9. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

MM TC-2 Notices for Non-Discretionary Projects

All projects that are seeking excavation or grading permits, prior to issuance of a permit for grading or excavation, the Department of Building and Safety shall issue the following notice and obtain a signed acknowledgement that the notice was received and read by the applicant and owner.

- Several federal and state laws regulate the treatment of tribal resources and make it criminal violation to destroy those resources. These include, but are not limited to:

- California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

- Public Resources Code Section 5097.5(a) states that: "A person shall not knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express written permission of the public agency having jurisdiction over the lands."

- California Code of Regulations, Title 14, Section 4307 states: "No person shall destroy, disturb, mutilate, or remove earth, sand, gravel, oil, minerals, rocks, paleontological features, or features of caves." Section 1427 "recognizes that California's archaeological resources are endangered by urban development and population growth and by natural forces…Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archaeological or historical interest or value, whether situated on private lands or within any public park of place, is guilty of a misdemeanor. It is a misdemeanor to alter any archaeological evidence found in any cave, or to remove any materials from a cave."

- Best practices to ensure that tribal cultural resources are not damaged include but are not limited to the following steps:

  - A Sacred Lands File (SLF) records search shall be requested from and conducted by the California Native American Heritage Commission (NAHC) to determine whether cultural resources associated with any Native American tribe(s) with traditional lands or cultural places located within or near the Project site have been previously identified or whether the Project area is considered sensitive for the presence of tribal cultural resources.

  - All tribes listed on the NAHC's Native American Contact List included with the SLF records search shall be contacted, informed of the Project, and given an opportunity to provide input. If the tribe provides substantial evidence of a

potential for discovery of tribal cultural resources within the Project site and requests monitoring of Project excavation, grading or other Ground Disturbance Activities, a qualified tribal monitor or a qualified archaeological monitor shall be retained. Any qualified tribal monitor(s) shall be approved by a Native American tribe traditionally and culturally affiliated with the geographic area of the Project. Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").

- A qualified tribal monitor or qualified archaeological monitor shall observe all ground disturbance activities within those areas identified in the records search as sensitive for the presence of tribal cultural resources in order to identify any resources and avoid potential impacts to such resources. In the event of a possible discovery of a tribal cultural resource, the qualified tribal monitor or qualified archaeological monitor shall have the authority to temporarily halt earthwork activities within an appropriate radius of the find, as determined by the qualified tribal monitor or qualified archaeological monitor to ensure the find is not damaged or any other potential tribal cultural resources on or near the project site.

- If tribal resources are uncovered (in either a previously disturbed or undisturbed area), all work should cease in the appropriate radius determined by the qualified tribal monitor and in accordance with federal, state, and local guidelines.

- Any find shall be treated with appropriate dignity and protected and preserved as appropriate with the agreement of the qualified tribal monitor and in accordance with federal, state, and local guidelines.

- The location of the tribal cultural resources find and the type and nature of the find should not be published beyond providing it to public agencies with jurisdiction or responsibilities related to the resources any affected tribal representatives.

- Following discovery, the applicant or owner shall immediately contact all Native American tribes that have informed the City of Los Angeles they are traditionally and culturally affiliated with the geographic area of the Project, as well as the Department of City Planning, Office of Historic Resources (OHR).

- The applicant and owner shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to

the applicant or owner regarding the monitoring of future ground disturbance activities and the treatment and disposition of any discovered tribal cultural resources.

- The applicant or owner shall implement the tribe's recommendations if the qualified tribal monitor or archaeological monitor reasonably concludes such recommendations are reasonable and feasible and determined to be supported with substantial evidence.

- Consistent with Public Resources Code Section 21083.2, the handling, treatment, preservation, and recordation of tribal cultural resources shall occur as follows:

    - The find shall be preserved in place or left in an undisturbed state unless the Project would damage the resource.

    - When preserving in place or leaving in an undisturbed state is not possible, excavation and recovery of the find for scientific study shall occur unless testing or studies already completed have adequately recovered the scientifically consequential information from and about the resource, and this determination is documented by a qualified tribal monitor or qualified archaeologist.

- All collected artifacts and fieldwork notes, if not human remains or other mortuary objects, shall be curated at the Natural History Museum of Los Angeles County or another appropriate curatorial facility.

- If cleared by the qualified tribal monitor or qualified archaeological monitor, Ground Disturbance Activities may continue unimpeded on other portions of the site. Ground Disturbance Activities in the area where resource(s) were found may recommence once the identified resources are properly assessed and processed.

- Personnel of the Project should not collect or move any tribal cultural resources or associated materials or publish the location of tribal cultural resources.

Significance After Mitigation

Implementation of the above measures **MM TC-1** and **MM TC-2**, in combination with **MM CR-1**, and **MM CR-2** in **Section 4.4, Cultural Resources**, would reduce impacts to tribal cultural resources to a less than significant level by requiring a process to identify and, if necessary, avoid and/or recover identified tribal

cultural resources throughout the Harbor LA CPAs, including areas where resources have been previously identified. The impacts would be ***less than significant with mitigation***.

4.16.6 CUMULATIVE IMPACTS

Cumulative development could disturb areas that may potentially contain tribal cultural resources. The potential for impacts from individual developments is site-specific and depends on the location and nature of each individual development proposal. All future development projects, including projects in the Harbor LA CPAs, would continue to be subject to existing federal, State, and local requirements and discretionary projects may be subject to project-specific mitigation requirements under CEQA. It is anticipated that significant cumulative tribal cultural resource impacts can be avoided in the Harbor LA CPAs. Based on this information, the incremental effect of the Harbor LA CPAs on tribal resources would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

4.16.7 REFERENCES

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Public Resources Code, Section 21080.3.2(b)

Public Resources Code, Section 21080.3.2(b)

Public Resources Code, Section 21082.3(c)(2)(B).

Public Resources Code, Sections 21080.3.1(d) and 21080.3.1(e)

State of California. *AB-52 Native Americans: California Environmental Quality Act*. California Legislative Information Bill Text. Available online at: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201320140AB52, accessed on October 13, 2021.

4.17 UTILITIES AND SERVICE SYSTEMS

INTRODUCTION

This section provides an overview of the utilities and service systems and evaluates the construction and operational impacts related to the Harbor LA Community Plans Update which includes the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan (hereinafter, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans") within the Harbor LA Community Plan Areas (Harbor LA CPAs). Topics are addressed separately and include **Section 4.17.1, Water Supply; Section 4.17.2, Wastewater and Stormwater; Section 4.17.3, Solid Waste;** and **Section 4.17.4, Electricity, Natural Gas, and Telecommunications Facilities**.

4.17.1 WATER SUPPLY

4.17.1.1 Existing Environmental Setting

Existing Water Supplies

Los Angeles Department of Water and Power (LADWP). The LADWP manages the water supply for the City of Los Angeles. The LADWP provides an average of 435 million gallons of water per day to the four million residents and businesses within the City of Los Angeles.[1] The LADWP provides about 146 billion gallons of water to over four million residents and businesses and 733,900 customers each year. Primary sources of water for the LADWP service area include the Los Angeles Aqueduct (LAA) (38 percent of the City's water supply), State Water Project and the Colorado River Aqueduct (supplied by the Metropolitan Water District of Southern California [MWD] and makes up 49 percent of the City's water supply), local groundwater (11 percent of the City's water supply), and recycled water (two percent of the City's water supply).[2] Recycled water is beginning to become a larger part of the overall supply portfolio. Water supplies from the LAA, State Water Project, and Colorado River Aqueduct are considered imported sources because they are obtained outside of LADWP's service area. **Table 4.17-1, LADWP Water Supply Serving**

1 Los Angeles Department of Water and Power, *LADWP Briefing Book 2021-2022*, 2021, available online at: https://ladwp-jtti.s3.us-west-2.amazonaws.com/wp-content/uploads/sites/3/2022/08/19165327/2021-22_Briefing_Book-Digital_Single_Page.pdf, accessed September 20, 2022.

2 City of Los Angeles Department of Water and Power, "Water: Facts & Figures," available online at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_adf.ctrl-state=y3ahkknla_4&_afrLoop=228947118087107, accessed September 20, 2022.

the City of Los Angeles (in Acre-Feet), shows the LADWP water supplies. In 2018 (the most recent year with available data), the LADWP supplied approximately 521,915 acre-feet (af) of water to the City.[3]

Table 4.17-1
LADWP Water Supply Serving the City of Los Angeles (in Acre-Feet)

Fiscal Year	LAA	Local Groundwater	MWD	Recycled Water	Total
2003	203,372	87,505	362,232	1,635	654,744
2004	224,728	92,497	367,251	2,053	686,529
2005	297,828	66,792	250,689	1,500	616,809
2006	368,878	50,620	208,888	1,417	629,803
2007	277,817	92,899	295,380	5,151	671,247
2008	151,506	73,314	420,961	4,181	649,962
2009	108,503	61,619	433,995	7,906	612,023
2010	199,739	76,982	260,774	6,703	544,198
2011	307,692	49,354	166,452	7,894	531,392
2012	266,634	61,060	210,438	6,850	544,982
2013	113,411	58,811	388,462	7,513	568,197
2014	61,024	79,403	441,991	10,054	592,472
2015	57,716	90,438	362,654	10,421	521,229
2016	57,853	79,056	339,975	9,913	486,797
2017	224,724	50,439	216,299	8,032	499,494
2018	307,671	21,760	182,706	9,778	521,915

Source: City of Los Angeles. LADWP Water Supply in Acre Feet. Available online at: https://data.lacity.org/City-Infrastructure-Service-Requests/LADWP-Water-Supply-in-Acre-Feet/qyvz-diiw/data, accessed September 20, 2022.

Los Angeles Aqueduct (LAA). The LAA system extends approximately 340 miles from the Mono Basin to the City. From 1995 through 2004, the LAA supplied about half of the City's water needs. The City owns approximately 312,000 acres of property in the Owens Valley and appropriates groundwater from its lands in the Owens Valley pursuant to a long-term groundwater management plan with Inyo County. Snowmelt runoff from the Eastern Sierra Nevada Mountains and groundwater from the Owens Valley Groundwater Basin are collected and conveyed to the City via the LAA. LAA supplies can fluctuate yearly due to varying hydrologic conditions. In recent years, the LAA supplies have been less than the historical average because of the LADWP's obligations to perform environmental restoration in Mono and Inyo Counties. The Runoff Forecast Model and the Los Angeles Aqueduct Simulation Model (LAASM) was used jointly to predict

3 An acre-foot of water is equivalent to 325,851 gallons of water.

water available from the LAA. Average long-term LAA delivery over the next 25 years is expected to be 192,000 afy.[4]

Local Groundwater. The LADWP traditionally extracts groundwater from nine well fields on City-owned property in Owens Valley, and three local groundwater basins: San Fernando, Sylmar, and Central. Groundwater pumped from Owens Valley is used in Owens Valley and in the City. A remediation of an environmental condition occurred in the Owens Valley River and Mono Lake as a result of water diversion for the LAA, in which 182,000 af was used to raise the lake water level and mitigate dust issues. The water supply was reduced from 1998 to 2015 for environmental mitigation for the court ordered program.[5]

On average, local groundwater accounts for approximately 8 percent of the total water supply for the City and provides up to 23 percent of the water supply during extended dry periods when imported supplies are less reliable. On average, about 95 percent (46,623 afy) of the City's local groundwater supply was extracted from the Upper Los Angeles River Area groundwater basins, while the Central Basin provided the remaining 4 percent (3,804 afy).[6]

As detailed in **Table 4.17-2, LADWP Groundwater Extractions in the City of Los Angeles (in Acre-Feet**, over the course of the 2019-2020 fiscal year, the LADWP pumped 42,913 af of water from the San Fernando Groundwater Basin; 11 af of water from the Central Groundwater Basin; and three af of water from the Sylmar Groundwater Basin. In accordance with the City's long range water management plan, the LADWP plans to continue production from its groundwater basins in the coming years to offset reductions in imported supplies. However, extraction from groundwater basins is limited by water quality and overdraft protection. Both the LADWP and DWR have programs in place to monitor wells to prevent overdraft. The LADWP's groundwater pumping practice is based on a "safe-yield" operation. The objective of which is to extract an amount of groundwater equal to the native and imported water that recharges the groundwater basins.

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4 Los Angeles Department of Water and Power, *Urban Water Management Plan*, 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed September 20, 2022.

5 An acre-foot of water is equivalent to 325,851 gallons of water.

6 Los Angeles Department of Water and Power, *Urban Water Management Plan*, 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed September 20, 2022.

Table 4.17-2
LADWP Groundwater Extractions in the City of Los Angeles (in Acre-Feet)

Fiscal Year (July 1 – June 30)	Groundwater Basin			
	San Fernando	Central	Sylmar	Total
2015-2016	75,958	8,395	682	85,035
2016-2017	55,116	3,005	0[1]	58,121
2017-2018	22,259	1[1]	0[1]	22,260
2018-2019	36,870	5[1]	1[1]	36,876
2019-2020	42,913	11	3[1]	42,927
Average	46,623	343	3,804	50,770

Source: Los Angeles Department of Water and Power. 2020. Urban Water Management Plan. Available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed September 20, 2022.
1 Small quantities pumped from Sylmar and Central Basin were for water quality testing purposes, not water supply.

Recycled Water. Recycled water is produced by the Hyperion Treatment Plant, Terminal Island Water Reclamation Plant, Donald C. Tillman Water Reclamation Plant, and the Los Angeles-Glendale Water Reclamation Plant. Recycled water is provided for landscape irrigation and commercial uses. Currently recycled water provides approximately two percent of the City's water supply. **Table 4.17-3, Wastewater Treatment Plants in the City of Los Angeles** provides details on these treatment plants services, capacity, and average daily flows.

Table 4.17-3
Wastewater Treatment Plants in the City of Los Angeles

Wastewater Treatment Plants	Treatment Level	Capacity (af)	Average Daily Flows (af)
Donald C. Tillman	Tertiary to Title 22 Standards with Nitrification/Denitrification	89,600	34,000
Los Angeles-Glendale	Tertiary to Title 22 Standards with Nitrification/Denitrification	22,400	15,00
Terminal Island	Tertiary; Advanced treatment (MF/RO) of 5 mgd	33,600	14,000
Hyperion	Full secondary	504,000	288,000

Source: City of Los Angeles Department of Water and Power, 2020 Urban Water Management Plan; Exhibit 7C: Sources of Recycled Water Summary, 2021.
Note: af = Acre-feet

Purchased Water. The remainder of the City's water demand is supplied by purchases from the Metropolitan Water District of Southern California (MWD). The MWD is a consortium of 26 member agencies, which includes the LADWP. The MWD service area encompasses the service areas of its 26 member agencies, approximately 5,200 square miles, and includes portions of Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura Counties. The LADWP purchases water from the MWD to supplement its water supplies from the LAA and local groundwater basins. The MWD is the largest water wholesaler for domestic and municipal uses in Southern California. The MWD imports its water supplies from Northern California through the State Water Project (SWP) via the California Aqueduct, and the Colorado River through the MWD-owned Colorado River Aqueduct. Per Section 135 of the Metropolitan Water District Act, each of MWD's 26 member agencies has a preferential right to purchase water from the MWD.[7] Between the fiscal years 2015/2016 to 2019/2020, the City purchased a five year average of 42 percent of its water from the MWD.[8]

Due to the effects from dry weather conditions and environmental restrictions on water pumping operations within San Francisco Bay/Sacramento-San Joaquin River Delta (Delta), the MWD and its 26 member agencies have prepared a Water Supply Allocation Plan (WSAP). If the MWD cannot meet member water demand for any given year, it uses a formula within the WSAP to allocate water to member agencies in a fair and efficient manner.

The MWD has undertaken efforts to provide additional supply reliability for the entire southern California region. The MWD has worked closely with the LADWP to ensure the implementation of water resource development plans. To meet member agencies' growing supply and reliability needs, the MWD is planning improvements to the WSAP. The MWD has released a Draft Water Shortage Consistency Plan and WSAP in February 2021, which has not yet been approved.[9]

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7 The MWD Act was passed in 1928 to form the MWD and governs how the MWD operates within the state.

8 Los Angeles Department of Water and Power, *Urban Water Management Plan,* 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed September 20, 2022.

9 Metropolitan Water District, *The Metropolitan Water District of Southern California Water Shortage Contingency Plan Including Water Surplus and Drought Management Plan, Water Surplus Allocation Plan*, 2021, available online at: https://www.mwdh2o.com/media/21648/water-shortage-contingency-plan-june-2021.pdf, accessed September 20, 2022.

Water Supply Treatment Process

The LADWP supplies water that meets or exceeds all health-related state and federal standards.[10] The LADWP accomplishes such standards by: (1) filtration of the LAA supply; (2) security measures safeguarding access to water supply and storage areas; (3) control of algae growth in groundwater and reservoirs; (4) continuous disinfection of water entering mains; and (5) regular water quality testing, inspection, and cross-control prevention.

All water coming from the LAA, the California Aqueduct, and the Colorado River Aqueduct is filtered and treated at the Los Angeles Aqueduct Filtration Plant to ensure a safe drinking water supply. Once at the filtration plant, all water travels through screens that remove environmental debris such as twigs and dead leaves. Bacteria and other impurities that can affect taste, odor, and color are eliminated by ozone injections, a super-charged oxygen molecule with powerful disinfecting properties. Treatment chemicals are then quickly dispersed into the water to make fine particles called "floc," which are subsequently removed via a six foot-deep coal filter. The final step is the addition of chlorine and fluoride which ensure lasting disinfection and strengthen tooth enamel. In May 2014, the LADWP commissioned a new advanced process at the filtration plant, the Dr. Pankaj Parekh Ultraviolet (UV) Disinfection Facility, which replaces ozone as the primary disinfectant for surface water. The water goes through UV purification, which has been identified as one of the most effective methods of drinking water treatment by U.S. Environmental Protection Agency (U.S. EPA). Additional chlorine and ammonia are added during the final step to ensure lasting disinfection and to protect the water as it travels through the City's large distribution system.

The Los Angeles Aqueduct Filtration Plant has a water treatment capacity of up to 600 mgd. In the mid-2000s, the LADWP began a comprehensive modernization of the filtration plant to upgrade and replace equipment. The upgrade program is an on-going process and will continue to deliver a dependable supply of safe, quality water to its customers in an efficient and publicly responsible manner. Furthermore, the LADWP continues to invest in improving drinking water quality through its Capital Improvement Program. The approved water budget in FY 2018/2019 is $1.54 billion with $891 million earmarked for capital projects.[11]

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10 City of Los Angeles Department of Water and Power, *2021 Drinking Water Quality Report*, 2021, available online at: https://ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-w-2021dwqr;jsessionid=8GlKjRyHrrgh2HSRrNW1ZflYKKhHpQltlJhZ128Rgb7ltqWyhHLT!952692801?_afrLoop=275358521510196&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D275358521510196%26_afrWindowMode%3D0%26_adf.ctrl-state%3D3eqrb5ej8_4, accessed December 7, 2022.

11 City of Los Angeles Department of Water and Power, *Briefing Book 2018-2019*, 2019, available online at: https://ladwp-jtti.s3.us-west-2.amazonaws.com/wp-content/uploads/sites/3/2019/07/29154703/2018-Briefing-Book-Web-3.pdf, accessed December 7, 2022.

The City's groundwater supply in the San Fernando and Central Basins is generally clean. The LADWP pumps from the clean parts of the basins and disinfects this groundwater with chlorine as a safeguard against microorganisms. Additionally, the LADWP continuously monitors and ensures that all water meets water quality standards and results are far below the maximum contaminant levels permitted by state or federal regulations.

Water Conveyance Facilities

The LADWP delivers water to its customers through a complex and expansive network water system. The system consists of large and small pipes measuring more than 6,780 miles in length throughout the City of Los Angeles. Trunk lines are pipes with a diameter greater than 20 inches that transport water from wells and aqueducts to reservoirs. These trunk lines are connected to smaller pipes called distribution mains that supply water to the customers' service connection.[12] There are about 560 miles of trunk lines citywide including the North Trunk Line, Trunk Line South, Foothill Trunk Line, Coronado Trunk Line, Century Trunk Line, and the Sunset West Trunk Line.[13,14]

According to the LADWP 2018-2019 Water Infrastructure Plan, the LADWP has long-term goals in order to accelerate the design and construction of trunk line projects to replace moderately high risk trunk lines; replace approximately 40 miles of trunk lines with a high-moderate score for needing improvement; continue the corrosion protection program; continue pipe replacements required to meet drinking water regulatory compliance; enhance trunk line piping network through the use of earthquake resistant pipe; continue to work with stakeholders to communicate projects and implement mitigation measures to minimize impacts due to construction; and minimize trunk line system life cycle costs. For large valves (16 to 144 inches or greater in diameter), the LADWP's long-term goals are to maintain and update a complete list of broken and/or difficult to operate valves; continue to the periodic valve exercise program to minimize valve damage and extend the valves' useful life; and continue the installation and renewal of large valves in conjunction with trunk line construction projects. In regard to the LAA, LADWP's long term goals are to re-coat the exterior of sag pipes; construct two cathodic protection stations a year; replace an average of

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12 Los Angeles Department of Water and Power, *2018-2019 LADWP Water Infrastructure Plan*, Revised November 2019, available online at: https://s3-us-west-2.amazonaws.com/ladwp-jtti/wp-content/uploads/sites/3/2020/02/11170353/Water-Infrastructure-Report-Plan-2018-19_FINAL.pdf, accessed December 7, 2022.

13 Los Angeles Department of Water and Power, *2018-2019 LADWP Water Infrastructure Plan*, Revised November 2019, available online at: https://s3-us-west-2.amazonaws.com/ladwp-jtti/wp-content/uploads/sites/3/2020/02/11170353/Water-Infrastructure-Report-Plan-2018-19_FINAL.pdf, accessed December 7, 2022.

14 Los Angeles Department of Water & Power, "In Our Community," available online at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-inourcommunity?_adf.ctrl-state=sbid0u3oq_97&_afrLoop=69378688802297, accessed December 7, 2022.

three miles of concrete lid on the covered channels annually; re-drill and replace groundwater wells in the Owens Valley averaging two per year; design and build a sedimentation facility at Fairmont Reservoir to meet long-term water quality; and design mitigation for the San Andreas Fault rupture at the Elizabeth Tunnel. The LADWP also planned to replace approximately 266,000 feet of mainlines in the 2020/2021 fiscal year.[15] Pipeline replacements are prioritized based on the following: (1) leak history (number and type of leaks, most recent leak count, duration of leaks); (2) soil conditions (corrosivity, hillside, landslide, fault line, liquefaction); (3) age of pipe (including design and construction method used at the time of installation); (4) risk of service interruption and community disruption; and (5) coordination with Bureau of Street Services' paving schedule. Priority ratings are assigned to pipe segments based on the calculated scores of these factors. Approximately eight percent of pipes are rated high risk, one percent are rated high-moderate risk, 31 percent are moderate risk, 43 percent are low-moderate risk, and 15 percent are low risk of failure.[16]

Water Conservation

Los Angeles consistently ranks among the lowest in per person water consumption when compared to California's largest cities.[17] This is accomplished through water metering, water rationing, public awareness and incentives, industrial process water use efficiency, and other policies, programs, and ordinances. As a result of water conservation measures, the City has reduced its water usage by 29 percent during FY2019/2020 compared to FY 2003/2004.[18] Furthermore, state legislation, which postdates several City water conservation ordinances, has only strengthened the City's commitment to water conservation and provides added assurance that the City will continue its leadership role in managing demand for water in the near and distant future.

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15 Los Angeles Department of Water and Power, *2018-2019 LADWP Water Infrastructure Plan*, Revised November 2019, available online at: https://s3-us-west-2.amazonaws.com/ladwp-jtti/wp-content/uploads/sites/3/2020/02/11170353/Water-Infrastructure-Report-Plan-2018-19_FINAL.pdf, accessed December 7, 2022.

16 Los Angeles Department of Water and Power, *2018-2019 LADWP Water Infrastructure Plan*, Revised November 2019, available online at: https://s3-us-west-2.amazonaws.com/ladwp-jtti/wp-content/uploads/sites/3/2020/02/11170353/Water-Infrastructure-Report-Plan-2018-19_FINAL.pdf, accessed December 7, 2022.

17 Los Angeles Department of Water and Power, *Urban Water Management Plan,* 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed May 15, 2022.

18 Los Angeles Department of Water and Power, *Urban Water Management Plan,* 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed May 15, 2022.

Existing Water Demand

Table 4.17-4, Existing Water Use in the Harbor LA Community Plan Areas, shows the estimated daily water usage of existing land uses within the Harbor LA CPAs. A discussion of how estimates were determined is provided in **Section 4.17.1.4, Methodology,** below. Under Existing Conditions, the Harbor LA CPAs use approximately 11,605,818 gallons per day (gpd) (11.6 mgd) or 12,765 afy. This demand is comprised of single-family residential water demand of approximately 4,701,240 gpd or 5,171 afy, multi-family residential water demand of approximately 4,157,115 gpd or 4,573, and a total non-residential water demand of 2,747,463 gpd or 3,021 afy.

Table 4.17-4
Existing Water Use in the Harbor LA Community Plan Areas

Land Use	Dwelling Units or Jobs	Daily Water Use Rate (gpd/unit)	Daily Water Demand (gpd)	Annual Water Demand (afy)
Single-Family	14,510 du	324	4,701,240	5,171
Multi-Family	21,765 du	191	4,157,115	4,573
Commercial	8,500 employees	75	637,500	701
Industrial	15,636 employees	133	2,079,588	2,288
Public Facilities	405 employees	75	30,375	33
		Total	**11,605,818**	**12,766**

Source: Impact Sciences, 2023.
Note: gpd = gallons per day; du= dwelling units; sf = square feet; afy = acre feet per year; 1 gpd = 0.0011 afy; 1 mgd = 1,000,000 gpd. Totals may not round up due to rounding.
***Source:** Water demand rates were obtained from the LADWP's 2020 Urban Water Management Plan (UWMP), Exhibit 2F. Water Unit Use Factors from Fiscal Year (FY) 2014 are utilized to determine the 2019 baseline daily water use rate because they are the most recent unit use factors available under the 2020 Urban Water Management Plan.*
Available at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed May 8, 2023.

4.17.1.2 Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Water Supply at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Clean Water Act
- Safe Drinking Water
- California Urban Water Management Plan Act
- Senate Bill 610, Senate Bill 221 and Senate Bill 7

- Senate Bill X7-7, Water Conservation Act
- California Code of Regulations
- Porter-Cologne Water Quality Control Act
- CALGreen Code.
- Plumbing Code.
- Sustainable Groundwater Management Act of 2014
- State of Drought Emergency Declaration and Executive Orders
- California Water Plan
- California Water Action Plan
- Metropolitan Water District's 2020 Urban Water Management Plan and 2015 Urban Water Management Plan
- MWD's 2015 Integrated Resources Plan
- MWD's Water Surplus and Drought Management Plan
- MWD's Water Supply Allocation Plan
- Regional Water Quality Control Board
- City of Los Angeles General Plan Framework Element
- Los Angeles Municipal Code
- LADWP Urban Water Management Plan
- Green New Deal
- One Water LA 2040 Plan
- Los Angeles Water Rate Ordinance
- Emergency Water Conservation Plan
- Model Water Efficient Landscape Ordinance
- Best Management and Low Impact Development Practices
- Retrofit on Resale Ordinance
- Supply Ordinance No. 165,004 Conservation
- Landscape Ordinance No. 170,978
- Existing Buildings Energy and Water Efficiency (EBEWE) Ordinance
- LAFD and City of Los Angeles Department of Building and Safety (LADBS) Policies

Federal

Safe Drinking Water Act (SDWA). The Safe Drinking Water Act ensures the quality of Americans' drinking water. The law requires actions to protect drinking water and its sources (e.g., rivers, lakes, reservoirs, springs and groundwater wells) and applies to public water systems serving 25 or more people. It authorizes the U.S. Environmental Protection Agency (U.S. EPA) to set national health-based standards

for drinking water to protect against both naturally occurring and manmade contaminants. In addition, it oversees the states, municipalities and water suppliers that implement the standards. U.S. EPA standards are developed as a Maximum Contaminant Level (MCL) for each chemical or microbe. The MCL is the concentration that is not anticipated to produce adverse health effects after a lifetime of exposure, based upon toxicity data and risk assessment principles. U.S. EPA's goal in setting MCLs is to assure that even small violations for a period of time do not pose significant risk to the public's health over the long run. National Primary Drinking Water Regulations (NPDWRs) are legally enforceable standards that limit the levels of contaminants in drinking water supplied by public water systems. Secondary standards are non-enforceable guidelines regulating contaminants that may cause cosmetic effects (such as skin or tooth discoloration) or aesthetic effects (such as taste, odor, or color) in drinking water. U.S. EPA recommends secondary standards to water systems but does not require systems to comply. However, states may choose to adopt them as enforceable standards. California has adopted secondary standards in Title 22 of the California Code of Regulations (CCR).

State

California Urban Water Management Plan Act. The California Urban Water Management Planning Act (Water Code, Section 10610, et seq.) addresses several state policies regarding water conservation and the development of water management plans to ensure the efficient use of available supplies. The California Urban Water Management Planning Act also requires Urban Water Suppliers to develop Urban Water Management Plans (UWMPs) every five years to identify short-term and long-term demand management measures to meet growing water demands during normal, dry, and multiple-dry years. Urban Water Suppliers are defined as water suppliers that either serve more than 3,000 customers or provide more than 3,000-acre feet per year (afy) of water to customers.

Senate Bill 610 and 221, and Senate Bill 7. Two of the state laws addressing the assessment of water supply necessary to serve large-scale development projects, Senate Bill (SB) 610 and SB 221, became effective January 1, 2002. SB 610, codified in Water Code Sections 10910-10915, specifies the requirements for water supply assessments (WSAs) and their role in the California Environmental Quality Act (CEQA) process, and defines the role UWMPs play in the WSA process. SB 610 requires that, for projects subject to CEQA that meet specific size criteria, the water supplier prepare WSAs that determine whether the water supplier has sufficient water resources to serve the projected water demands associated with the projects. SB 610 provides specific guidance regarding how future supplies are to be calculated in the WSAs where an applicable UWMP has been prepared. Specifically, a WSA must identify existing water supply entitlements, water rights, or water service contracts held by the public water system, and prior years' actual water deliveries received by the public water system. In addition, the WSA must address water supplies over a 20-year period and consider normal, single-dry, and multiple-dry year conditions. In

accordance with SB 610, projects for which a WSA must be prepared are those subject to CEQA that meet any of the following criteria:

- Residential developments of more than 500 dwelling units;
- Shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- Hotels, motels, or both, having more than 500 rooms;
- Industrial, manufacturing, or processing plants, or industrial parks planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- Mixed-use projects that include one or more of the projects specified in this subdivision; or
- Projects that would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling-unit project. (Water Code Section 912, *CEQA Guidelines* Section 15155(a).

The WSA must be approved by the public water supplier serving the project at a regular or special meeting and must be incorporated into the CEQA document. The lead agency must then make certain findings related to water supply based on the WSA.

In addition, under SB 610, a water supplier responsible for the preparation and periodic updating of an UWMP must describe the water supply projects and programs that may be undertaken to meet the total project water use of the service area. If groundwater is identified as a source of water available to the supplier, the following additional information must be included in the UWMP: (1) a groundwater management plan; (2) a description of the groundwater basin(s) to be used and the water use adjudication rights, if any; (3) a description and analysis of groundwater use in the past 5 years; and (4) a discussion of the sufficiency of the groundwater that is projected to be pumped by the supplier.

SB 7, enacted on November 10, 2009, mandates new water conservation goals for UWMPs, requiring Urban Water Suppliers to achieve a 20 percent per capita water consumption reduction by the year 2020 statewide, as described in the "20 x 2020" State Water Conservation Plan.[19] As such, each updated UWMP must now

[19] California State Water Resources Control Board, *20 x 2020 Water Conservation Plan*, 2010, available at: https://www.waterboards.ca.gov/water_issues/hot_topics/20x2020/docs/20x2020plan.pdf, accessed December 7, 2022.

incorporate a description of how each respective urban water supplier will quantitatively implement this water conservation mandate, which requirements in turn must be taken into consideration in preparing and adopting WSAs under SB 610.

SB 221 also addresses water supply in the land use approval process for large residential subdivision projects. However, unlike SB 610 WSAs, which are prepared at the beginning of a planning process, SB 221-required Water Supply Verification (WSV) is prepared at the end of the planning process for such projects. Under SB 221, a water supplier must prepare and adopt a WSV indicating sufficient water supply is available to serve a proposed subdivision, or the local agency must make a specific finding that sufficient water supplies are or will be available prior to completion of a project, as part of the conditions for the approval of a final subdivision map. SB 221 specifically applies to residential subdivisions of 500 units or more. However, Government Code Section 66473.7(i) exempts "…any residential project proposed for a site that is within an urbanized area and has been previously developed for urban uses; or where the immediate contiguous properties surrounding the residential project site are, or previously have been, developed for urban uses; or housing projects that are exclusively for very low and low-income households."

Senate Bill X7-7, Water Conservation Act. SB X7-7 (Water Conservation Act of 2009), codified in California Water Code Section 10608, requires all water suppliers to increase water use efficiency. Enacted in 2009, this legislation sets an overall goal of reducing per capita urban water use, compared to 2009 use, by 20 percent by December 31, 2020. Following a multi-year drought and improvements to hydrologic conditions, statewide potable water savings reached 14.7 percent in August 2017 as compared to August 2013 potable water production.[20]

California Code of Regulations Title 20. Title 20, Section 1605.3 (h) and 1505(i) of the California Code of Regulations (CCR) establishes applicable State efficiency standards (i.e., maximum flow rates) for plumbing fittings and fixtures, including fixtures such as showerheads, lavatory faucets and water closets (toilets). Among the standards, the maximum flow rate for showerheads manufactured on or after July 1, 2018, is 1.8 gpm at 80 psi; and lavatory faucets manufactured after July 1, 2016, is 1.2 gpm at 60 psi. The standard for toilets sold or offered for sale on or after January 1, 2016, is 1.28 gallons per flush.[21]

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20 State Water Resources Control Board, *Fact Sheet, August 2017 Statewide Conservation Data,* 2017, available online: https://www.waterboards.ca.gov/water_issues/programs/conservation_portal/docs/2017oct/fs100317_aug_conservation.pdf, accessed December 7, 2022.

21 California Code of Regulations, Title 20, Section 1605.3(h), p.306, available online at: https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?transitionType=Default&contextData=%28sc.Default%29, accessed December 7, 2022.

CALGreen Code. Part 11 of Title 24, the title that regulates the design and construction of buildings, establishes the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or a positive environmental impact and encouraging sustainable construction practices in the following categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The CALGreen Code includes both mandatory measures as well as voluntary measures. The mandatory measures establish minimum baselines that must be met in order for a building to be approved. The mandatory measures for water conservation provide limits for fixture flow rates, which are the same as those for the Title 20 efficiency standards listed above. The voluntary measures can be adopted by local jurisdictions for greater efficiency.

Plumbing Code. Title 24, Part 5 of the California Code of Regulations establishes the California Plumbing Code. The California Plumbing Code sets forth efficiency standards (i.e., maximum flow rates) for all new federally regulated plumbing fittings and fixtures, including showerheads and lavatory faucets. The 2019 California Plumbing Code, which is based on the 2018 Uniform Plumbing Code, has been published by the California Building Standards Commission and went into effect on January 1, 2019.

Sustainable Groundwater Management Act of 2014.[22] The Sustainable Groundwater Management Act (SGMA) of 2014, passed in September 2014, is a comprehensive three-bill package that provides a framework for the sustainable management of groundwater supplies by local authorities.[23] The SGMA requires the formation of local groundwater sustainability agencies to assess local water basin conditions and adopt locally based management plans. Local groundwater sustainability agencies were required to be formed by June 30, 2017. The SGMA provides 20 years for groundwater sustainability agencies to implement plans and achieve long-term groundwater sustainability and protect existing surface water and groundwater rights. The SGMA provides local groundwater sustainability agencies with the authority to require registration of groundwater wells, measure and manage extractions, require reports and assess fees, and request revisions of basin boundaries, including establishing new subbasins. Furthermore, SGMA requires governments and water agencies of high and medium priority basins to stop overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For the basins that are

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22 Sustainable Groundwater Management Act [And Related Statutory Provisions from SB1168 (Pavley), AB1739 (Dickinson), and SB1319 (Pavley) as Chaptered], 2015 Amendments, effective January 1, 2016.

23 California Department of Water Resources, "SGMA Groundwater Management," available online at: https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management, accessed December 7, 2022.

critically over-drafted the timeline is 2040. For the remaining high and medium priority basins, the deadline is 2042.

State of Drought Emergency Declaration and Executive Orders. In response to California's drought conditions, on January 17, 2014, Governor Brown declared a State of Drought Emergency and directed state officials to take numerous necessary actions with local Urban Water Suppliers and municipalities to reduce the impacts of the ongoing drought conditions that had been occurring in California since approximately 2009.[24] Subsequently, four Executive Orders were issued between April 2015 to April 2017 to address changing drought conditions and provide guidance for addressing the drought conditions.

Executive Order B-29-15 (April 2015) imposed a mandatory 25 percent statewide water reduction on potable water use by Urban Water Suppliers. It prioritized water infrastructure projects, incentivized water efficiencies, and streamlined permitting with new approval processes for water transfers and emergency drinking water projects. Executive Order B-36-15 (November 2015) called for additional actions to build on the state's response to record dry conditions and assisted recovery efforts from devastating wildfires; and Executive Order B-37-16 (May 2016) continued water use restrictions from Executive Order B-29-15 as drought conditions continued to persist. Executive Order B-37-16 called for long-term improvements to local drought preparation across the state and directed the California State Water Resources Control Board (SWRCB) to develop proposed emergency water restrictions for 2017 if the drought persists.[25]

The regulatory requirements resulting from these Executive Orders were codified in Article 22.5, Drought Emergency Water Conservation of the California Code of Regulations.

In May 2016, SWRCB adopted a revised emergency water conservation regulation, effective June 2016 through at least February 2017, which rescinded numeric reduction targets for Urban Water Suppliers, instead requiring locally developed conservation standards based upon each agency's specific circumstances.[26]

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24 State of California, Office of Governor Edmund G. Brown, Jr., *Governor Brown Declares Drought State of Emergency*, January 17, 2014, available at: https://www.ca.gov/archive/gov39/2014/01/17/news18368/index.html, accessed December 7, 2022.

25 State of California, Office of Governor Edmund G. Brown, Jr., *Governor Brown Issues Order to Continue Water Savings as Drought Persists*, May 9, 2016, available at: https://www.ca.gov/archive/gov39/2016/05/09/news19408/index.html, accessed December 7, 2022.

26 State of California Office of Administrative Law, State Water Resources Control Board, *Notice of Approval of Emergency Regulatory Action*, Title 23, May 31, 2016, available online at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/resolutions/2016/rs2016_0029_with_adopted_regs.pdf, accessed December 7, 2022.

Finally, on April 7, 2017, Executive Order B-40-17 was issued to formally end the drought emergency and lifted the drought emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne. In response to Executive Order B-40-17, on April 26, 2017, the SWRCB partially repealed the emergency regulation in regard to water supply stress test requirements and remaining mandatory conservation standards for urban water suppliers.[27,28] The order also rescinded two drought-related emergency proclamations and four drought-related executive orders. Cities and water districts throughout the state are required to continue reporting their water use each month. Executive Order B-40-17 continued the ban on wasteful practices, including hosing off sidewalks and running sprinklers when it rains.

California Water Plan Required by the CWC Section 10005(a), the California Water Plan is the state's strategic plan for managing and developing water resources statewide for current and future generations.[29] It provides a collaborative planning framework for elected officials, agencies, tribes, water and resource managers, businesses, academia, stakeholders, and the public to develop findings and recommendations and make informed decisions for California's water future.

The plan, updated every five years, presents the status and trends of California's water-dependent natural resources; water supplies; and agricultural, urban, and environmental water demands for a range of plausible future scenarios. The Water Plan also evaluates different combinations of regional and statewide resource management strategies to reduce water demand, increase water supply, reduce flood risk, improve water quality, and enhance environmental and resource stewardship. The evaluations and assessments performed for the plan help identify effective actions and policies for meeting California's resource management objectives in the near term and for several decades to come.

In July 2019, DWR released the Final 2018 Update to the California Water Plan.[30] The document provides recommended actions, funding scenarios, and an investment strategy to bolster efforts by water and resource managers, planners, and decision-makers to overcome the State's most pressing water resource challenges. It reaffirms the State government's role and commitment to sustainable, equitable, long-term

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27 California State Water Resources Control Board, *Emergency Conservation Regulation*, 2017. Available at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/resolutions/2016/rs2016_0029_with_adopted_regs.pdf, accessed December 7, 2022.

28 California State Water Resources Control Board, *Resolution No. 2017-0024 To Partially Repeal a Regulation for Statewide Urban Water Conservation*, available at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/resolutions/2017/rs2017_0024.pdf, accessed December 7, 2022.

29 California Department of Water Resources, *California Water Plan*, available at: https://water.ca.gov/Programs/%20California-Water-Plan, accessed December 7, 2022.

30 California Department of Water Resources, "DWR Releases Final California Water Plan Update 2018," available online at: https://water.ca.gov/News/News-Releases/2019/July-19/Final-Water-Plan-Update-2018, accessed December 7, 2022.

water resource management; and introduces implementation tools to inform decision-making. The 2018 Update recommends significant additional investment in infrastructure and ecosystem improvements to overcome challenges to sustainability; and it recommends actions to resolve systemic and institutional issues that contribute to many of the state's water challenges.[31]

California Water Action Plan. The California Water Action Plan is a roadmap for the State's journey towards sustainable water management. The first California Water Action Plan was released in January 2014 under Governor Brown's administration and updated in 2016. The California Water Action Plan discusses the challenges to water in California: uncertain water supplies, water scarcity/drought, declining groundwater supplies, poor water quality, declining native fish species and loss of wildlife habitat, floods, supply disruptions, and population growth and climate change further increasing the severity of these risks.[32]

Regional

As discussed in detail below, the Metropolitan Water District of Southern California (MWD) is a primary source of water supply within Southern California. Based on the water supply planning requirements imposed on its member agencies and ultimate customers, The MWD has adopted a series of official reports on the state of its water supplies. As described in further detail below, in response to recent developments in the Sacramento Delta, the MWD has developed plans intended to provide solutions that, when combined with the rest of its supply portfolio, will ensure a reliable long-term water supply for its member agencies, including the City of Los Angeles.

Metropolitan Water District's 2020 Urban Water Management Plan. The MWD's 2020 Regional UWMP addresses the future of the MWD's water supplies and demand through the year 2045. The 2020 Regional UWMP provides an assessment of the MWD's water service reliability; describes and evaluates sources of water supply, efficient uses of water, demand management measures, implementation strategies, and schedule; and other relevant information and programs. In addition to the water reliability assessments, the UWMP includes an evaluation of frequent and severe periods of droughts, as described in the Drought Risk Assessment, and the preparation and adoption of the Water Shortage Contingency Plan (WSCP). The

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31 California Department of Water Resources, *California Water Plan Update 2018*, Executive Summary, pages ES-1 to ES-2, available online at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/California-Water-Plan/Docs/Update2018/Final/California-Water-Plan-Update-2018.pdf, accessed December 7, 2022.

32 California Natural Resources Agency, *California Water Action Plan 2016 Update*, pages 2 and 3, available online at: https://resources.ca.gov/CNRALegacyFiles/docs/california_water_action_plan/Final_California_Water_Action_Plan.pdf, accessed December 7, 2022.

2020 UWMP reports also identified projected supplies to meet the long-term demand within its service area.[33]

The 2020 UWMP concluded that the MWD has sufficient supply to meet the expected demands from 2025 through 2045 under a single dry year condition and a period of drought lasting five consecutive water years, as well as in a normal water year hydrologic condition. The analysis for multiple-dry year conditions, i.e., under the most challenging weather conditions such as drought and service interruptions caused by natural disasters, is presented in Table 2-5 of the 2020 UWMP. In the 2020 UWMP, the projected 2045 water demand is 1,564,000 afy, with supply projected to be 2,239,000 afy, resulting in a surplus of 675,000 afy.

Metropolitan Water District's 2015 Urban Water Management Plan. The Metropolitan Water District's (MWD) 2015 Regional UWMP (RUWMP) addresses the future of the MWD's water supplies and demand through the year 2040.[34] Evaluations are prepared for average year conditions, single dry-year conditions, and multiple dry-year conditions. The analysis for multiple-dry year conditions, i.e. under the most challenging weather conditions such as drought and service interruptions caused by natural disasters, is presented in Table 2-4 of the 2015 RUWMP.[35] The analysis in the 2015 RUWMP concluded that reliable water resources would be available to continuously meet demand through 2040.[36] In the 2015 RUWMP, the projected 2040 demand water is 2,201,000 afy, whereas the expected and projected 2040 supply is 2,941,000 afy based on current programs, and an additional 398,000 afy is expected to become available under programs under development for a potential surplus in 2040 of 1,138,000 afy.[37]

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33 Metropolitan Water District of Southern California, *2020 Regional Urban Water Management Plan*, available online at: https://www.mwdh2o.com/media/21641/2020-urban-water-management-plan-june-2021.pdf, accessed December 9, 2022.

34 Metropolitan Water District of Southern California, *2015 Regional Urban Water Management Plan*, June 2016, available online at: http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf, accessed December 7, 2022.

35 Metropolitan Water District of Southern California, *2015 Regional Urban Water Management Plan*, June 2016, available online at: http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf, accessed December 7, 2022.

36 Metropolitan Water District of Southern California, *2015 Regional Urban Water Management Plan*, June 2016, available online at: http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf, accessed December 7, 2022.

37 Metropolitan Water District of Southern California, *2015 Regional Urban Water Management Plan*, June 2016, available online at: http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf, accessed December 7, 2022.

The MWD has comprehensive plans for stages of actions it would undertake to address up to a 50 percent reduction in its water supplies and a catastrophic interruption in water supplies through its Water Surplus and Drought Management and Water Supply Allocation Plans. The MWD has also developed an Emergency Storage Requirement to mitigate against potential interruption in water supplies resulting from catastrophic occurrences within the Southern California region and is working with the State to implement a comprehensive improvement plan to address catastrophic occurrences that could occur outside of the Southern California region. The MWD is also working with the State on the Delta Risk Management Strategy to reduce the impacts of a seismic event in the Delta that would cause levee failure and disruption of State Water Project (SWP) deliveries. In addition, the MWD has plans for supply implementation and continued development of a diversified resource mix, including programs in the Colorado River Aqueduct (CRA), SWP, Central Valley transfers, local resource projects, and in-region storage that enables the region to meet its water supply needs. As set forth in their 2015 UWMP, the MWD will also continue investments in water use efficiency measures to help the region achieve the 20 percent per person potable water use reduction by 2020.

MWD's 2015 Integrated Resources Plan. The MWD prepares an Integrated Water Resources Plan (IRP) that provides a water management framework with plans and programs for meeting future water needs. It addresses issues that can affect future water supply such as water quality, climate change, and regulatory and operational changes. The most recent IRP (2015 IRP) was adopted in January 2016.[38] It establishes a water supply reliability mission of providing its service area with an adequate and reliable supply of high-quality water to meet present and future needs in an environmentally and economically responsible way. Among other topics, the 2015 IRP discusses water conservation, local and imported water supplies, storage and transfers, water demand, and adaptation to drought conditions.

The 2015 IRP reliability targets identify developments in imported and local water supply, and in water conservation that, if successful, would provide a future without water shortages and mandatory restrictions under planned conditions. For imported supplies, the MWD would make investments to maximize CRA deliveries in dry years. The MWD would make ecologically-sound infrastructure investments to the SWP so that the water system can capture sufficient supplies to help meet average year demands and to refill the MWD storage network in above-average and wet years.

Planned actions to keep supplies and demands in balance include, among others, lowering regional residential per capita demand by 20 percent by the year 2020 (compared to a baseline established in 2009 state legislation), reducing water use from outdoor landscapes and advancing additional local supplies.

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38 Metropolitan Water District of Southern California, *Integrated Water Resources Plan, 2015 Update*, Report No. 1518, January 2016, available online at: http://www.mwdh2o.com/PDF_About_Your_Water/2015%20IRP%20Update%20Report%20(web).pdf, accessed December 7, 2022.

IRP Table ES-1, 2015 IRP Update Total Level of Average-Year Supply Targeted (Acre-Feet), of the 2015 IRP, shows the supply reliability and conservation targets. As presented in the IRP, the total supply reliability target for each five-year increase between 2016 and 2040 would exceed the retail demand after conservation. In 2040, retail demand after conservation is estimated to be 4,273,000 acre-feet and the total supply reliability target is approximately 4,539,000 acre-feet, representing an excess of 266,000 acre-feet.[39]

MWD's Water Surplus and Drought Management Plan. In 1999, the MWD incorporated the water storage contingency analysis that is required as part of any UWMP into a separate, more detailed plan, called the Water Surplus and Drought Management Plan (WSDM Plan). The overall objective of the WSDM Plan is to ensure that shortage allocation of the MWD's imported water supplies is not required. The WSDM Plan provides policy guidance to manage the MWD's supplies and achieve the goals laid out in the agency's IRP. The WSDM Plan separates resource actions into two major categories: Surplus Actions and Shortage Actions. The WSDM Plan considers the region to be in surplus only after the MWD has met all demands for water, including replenishment deliveries. The Surplus Actions store surplus water, first inside then outside of the region. The Shortage Actions of the WSDM are separated into three subcategories: Shortage, Severe Shortage, and Extreme Shortage. Each category has associated actions that could be taken as part of the response to prevailing shortage conditions. Conservation and water efficiency programs are part of the MWD's resource management strategy through all categories.[40]

MWD's Water Supply Allocation Plan. While the WSDM Plan included a set of general actions and considerations for the MWD staff to address during shortage conditions, it did not include a detailed water supply allocation plan or implementation approach. Therefore, in February 2008, the MWD adopted a water supply plan called the Water Supply Allocation Plan (WSAP), which has since been implemented three times, most recently in April 2015 (under the new name Drought Rationing Plan). The WSAP includes a formula for determining equitable, needs-based reductions of water deliveries, with the potential application of a surcharge, to member agencies during extreme water shortages in the MWD's service area conditions (i.e., drought conditions or unforeseen interruptions in water supplies).

The WSAP allows member agencies the flexibility to choose among various local supply and conservation strategies to help ensure that demands on the MWD stay in balance with limited supplies. The WSAP formula addresses shortages of the MWD supplies, by taking into account growth, local investments,

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39 Metropolitan Water District of Southern California, *Integrated Water Resources Plan, 2015 Update*, Report No. 1518, January 2016, available online at: http://www.mwdh2o.com/PDF_About_Your_Water/2015%20IRP%20Update%20Report%20(web).pdf, accessed December 7, 2022.

40 Metropolitan Water District, *Water Surplus and Drought Management Plan*, Report No. 1150. August 1999, available online at: http://www.mwdh2o.com/PDF_About_Your_Water/2.4_Water_Supply Drought Management Plan.pdf, accessed December 7, 2022.

changes in supply conditions and the demand hardening aspects of non-potable recycled water use and the implementation of conservation savings programs.[41] The allocation period covers 12 consecutive months from July of a given year through the following June.

Local

City of Los Angeles General Plan Framework Element. The Citywide General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan. The General Plan Framework sets forth a comprehensive Citywide long-range growth strategy and defines Citywide policies regarding land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. Chapter 9, Infrastructure and Public Services, of the City's General Plan Framework identifies goals, objectives, and policies for City utilities including water service. Goal 9C is to provide adequate water supply, storage facilities, and delivery system to serve the needs of existing and future water needs. The goals, objectives, and policies of the Framework that are related to water supply, storage, and delivery infrastructure are listed in **Table 4.17-5, Relevant General Plan Water Supply Goals, Objectives, and Policies**.

41 Metropolitan water District, *2015 Urban Water Management Plan*, page 2-21, available online at: http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf, accessed December 7, 2022.

Table 4.17-5
Relevant General Plan Water Supply Goals, Objectives, and Policies

Goal/Objective/ Policy	Goal/Objective/Policy Descriptions
Framework Element- Chapter 9 Infrastructure and Public Services	
Goal 9C	Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.
Objective 9.8	Monitor and forecast water demand based upon actual and predicted growth.
Policy 9.8.1	Monitor water usage and population and job forecast to project future water needs.
Objective 9.9	Manage and expand the City's water resources, storage facilities, and water lines to accommodate projected population increases and new or expanded industries and businesses.
Policy 9.9.1	Pursue all economically efficient water conservation measures at the local and statewide level.
Policy 9.9.2	Develop reliable and cost-effective sources of alternative water supplies, including water reclamation and exchanges and transfers.
Policy 9.9.3	Protect existing water supplies from contamination and clean up groundwater supplies so those resources can be more fully utilized.
Policy 9.9.4	Work to improve water quality and reliability of supply from the State Water Project and other sources.
Policy 9.9.5	Maintain existing rights to groundwater and ensure continued groundwater pumping availability.
Policy 9.9.6	Identify the needs for land and facilities necessary to provide an adequate and reliable water supply and develop those facilities in an environmentally and socially sensitive way.
Policy 9.9.7	Incorporate water conservation practices in the design of new projects so as not to impede the City's ability to supply water to its other users or overdraft its groundwater basins.
Policy 9.9.9	Clean or replace where necessary, deficient water distribution lines in the City.
Objective 9.10	Ensure that water supply, storage, and delivery systems are adequate to support planned development.
Policy 9.10.1	Evaluate the water system's capability to meet water demand resulting from the Framework Element's land use patterns.
Policy 9.10.2	Solicit public involvement, when appropriate, in evaluating options for the construction of new and/or expansion of existing water facilities.
Objective 9.11	Ensure, to the extent possible, the continued provision of water capacity, quality and delivery after an earthquake or other emergency.
Policy 9.11.1	Provide for the prompt resumption of water service with adequate quantity and quality of water after an emergency.

Source: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, re-adopted 2001.

In addition to the Framework Element, the Safety Element (adopted in 2021) has a policy that supports water conservation and local water supply. Policy 1.2.3 (Local Water**):** Continue to lead in water conservation and smart water policy through improvements to per capita water use, watershed management, and wastewater and stormwater recycling.[42]

42 City of Los Angeles, *City of Los Angeles Safety Element*, Chapter 3, p. 53, 2021, available online at: https://planning.lacity.org/odocument/28fd5b9f-d5f7-4460-9c97-c2974b5da199/Draft_Safety_Element.pdf, accessed December 7, 2022.

Los Angeles Municipal Code. The City has adopted several ordinances, later codified in the Los Angeles Municipal Code (LAMC), in an effort to reduce water consumption. A summary of the City's key regulations regarding water conservation is provided below.

- **Ordinance Nos. 166,080, 181,288, 183,608, and 184,250**—amending LAMC Chapter XII, Article 1 to clarify prohibited uses of water and modify certain water conservation requirements of the City's Emergency Water Conservation Plan. The City's Emergency Water Conservation Plan sets forth six different phases of water conservation, which shall be implemented based on water conditions. As part of these requirements, watering is limited to specific days and hours. In determining which phase of water conservation shall be implemented, the LADWP monitors and evaluates the projected water supply and demand. In addition, the Emergency Water Conservation Plan includes penalties for those that violate its requirements.

- **Ordinance No. 180,822**—amended LAMC Chapter XII, Article 5 to establish water efficiency requirements for new development and renovation of existing buildings, and mandate installation of high efficiency plumbing fixtures in residential and commercial buildings.

- **Ordinance No. 181,480**—amended LAMC Chapter IX by adding Article 9 (Green Building Code) to the LAMC to incorporate various provisions of the California Green Building Standards Code. This ordinance added mandatory measures for newly constructed low-rise residential and non-residential buildings to reduce indoor water use by at least 20 percent by: (1) using water saving fixtures or flow restrictions; and/or (2) demonstrating a 20 percent reduction in baseline water use.

- **Ordinance Nos. 181,899 and 183,833**—amended LAMC Chapter VI, Article 4.4, Section 64.72 regarding stormwater and urban runoff to include new requirements, including Low Impact Development (LID) requirements that promote water conservation.

- **Ordinance No. 182,849**—amended LAMC Chapter IX, Article 9 (Green Building Code) to mandate that for new water service or for additions or alterations requiring upgraded water service for landscaped areas of at least 1,000 square feet, separate sub-meters or metering devices shall be installed for outdoor potable water use. This ordinance also required that for new non-residential construction with at least 1,000 square feet of cumulative landscaped area, weather or soil moisture–based irrigation controllers and sensors be installed.

- **Ordinance No. 184,692**—amended LAMC Chapter IX, Article 4 (Plumbing Code) by adopting by reference various sections of the California Plumbing Code. This ordinance also added requirements for plumbing fixtures and fixture fitting.

- **Ordinance No. 184,248**—amended LAMC Chapter IX, Article 4 (Plumbing Code) and Article 9 (Green Building Code) to establish citywide water efficiency standards and mandate a number of new fixture requirements and methods of construction for plumbing and irrigation systems.

The City of Los Angeles also has adopted numerous requirements related to the provision of water for purposes of fire protection. These requirements are set forth in the Fire Code (LAMC Chapter V, Article 7). LAMC Section 57.507.3.1 establishes fire water flow standards. Fire water flow requirements, as determined by the Los Angeles Fire Department (LAFD), vary by project site as they are dependent on land use (e.g., higher intensity land uses require higher flow from a greater number of hydrants), life hazard, occupancy, and fire hazard level. As set forth in LAMC Section 57.507.3.1, fire water flow requirements vary from 2,000 gallons per minute (gpm) in low density residential areas to 12,000 gpm in high density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (psi) is to remain in the water system with the required gpm flowing. As set forth in LAMC Section 57.507.3.1, Industrial and Commercial land uses (which the LAFD has classified the Project as) have a minimum required fire flow of 6,000 gpm to 9,000 gpm from four to six adjacent hydrants flowing simultaneously with a residual pressure of 20 psi unless otherwise determined by LAFD. LAMC Section 57.507.3.2 also addresses land use-based requirements for fire hydrant spacing and type. Land uses in the Industrial and Commercial category require one hydrant per 80,000 square feet of land with 300-foot distances between hydrants, and 2.5 inch by 4-inch double fire hydrants or 4-inch by 4-inch double fire hydrants. Regardless of land use, every first story of a residential, commercial, and industrial building must be within 300 feet of an approved hydrant.

LADWP Urban Water Management Plan. In accordance with the California Urban Water Management Planning Act, UWMPs are updated at five year intervals. LADWP adopted the 2020 UWMP on May 25, 2021. The 2020 UWMP complies with the Urban Water Management Planning Act, builds upon the goals and progress made in the 2015 UWMP and currently serves as the City's master plan for reliable water supply and resource management consistent with the City goals and objectives. The UWMP details LADWP's efforts to promote the efficient use and management of its water resources. LADWP's UWMP used a service area-wide methodology in developing its water demand projections. This methodology does not rely on individual development demands to determine area-wide growth. Rather, the projected growth in water use for the entire service area was considered in developing long-term water projections for the City to the year 2045. Long range projections are based on SCAG growth projections. The 2020 UWMP is based on projections in the 2020-2045 RTP/SCS.

The 2020 UWMP takes into account a number of significant changes that have occurred since LADWP prepared its 2015 UWMP. The year 2012 marked the beginning of the current multi-year drought in California. As stated above, in January 2014, Governor Brown proclaimed a drought state of emergency. In

July 2014, the SWRCB implemented its Emergency Water Conservation Regulation (Emergency Regulation), as directed by Governor Brown, to take actions to reduce water use by 20 percent statewide. Later, the mandated reductions were increased to 25 percent statewide, with adjustments to account for different climates, expected growth, investment made to create drought-resilient water supplies by different cities through October 2016. In October 2014, Mayor Eric Garcetti issued Executive Directive No. 5 (ED5) Emergency Drought Response which set goals to reduce per capita water use, reduce purchases of imported potable water by 50 percent, and create an integrated water strategy to increase local supplies and improve water security considering climate change and seismic vulnerability. Lastly, in April 2015, the Mayor's Sustainable City pLAn, (updated in 2019 as the City's Green New Deal), was released establishing targets for the City over the next 20 years to strengthen and promote sustainability. The 2020 UWMP incorporates the objectives of these recent initiatives. As a result of water conservation measures, including the first ever statewide mandatory water use restrictions implemented by 2015, the City has reduced its water usage by 18 percent during FY 2019/20 compared to FY 2013/2014.

Single-family residential use decreased by 20 percent, multi-family residential use decreased by 11 percent, commercial use decreased by 23 percent, industrial use decreased by 33 percent, and government use decreased by 21 percent.[43]

The LADWP is committed to meeting all the City's current and future water needs while increasing supply reliability, reducing imported water purchases, and increasing locally produced water by continuing with the strategy to:

- Achieve significant water conservation and water use efficiency enhancements.
- Increase stormwater capture capacity.
- Maximize water reuse.
- Maximize and expand groundwater production.
- Maintain and increase operational integrity of the LAA and in-City water distribution systems.
- Ensure continued reliability of the water supplies from the MWD through active representation of the City's interests on the MWD Board

43 Los Angeles Department of Water and Power, *Urban Water Management Plan, 2020,* available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed May 15, 2022.

- Meet or exceed all federal and State standards for drinking water quality.

Green New Deal. The City released the first Sustainable City pLAn in April 2015,[44] which has been updated in 2019 as the City's Green New Deal. The Green New Deal includes a multi-faceted approach to developing a locally sustainable water supply to reduce reliance on imported water, reducing water use through conservation, and increasing local water supply and availability.

One Water LA 2040 Plan. In April 2018, the City prepared the One Water LA 2040 Plan (One Water LA Plan), an integrated approach to Citywide recycled water supply, wastewater treatment, and stormwater management. The new plan builds upon the City's Water IRP, which projected needs and set forth improvements and upgrades to wastewater conveyance systems, recycled water systems, and runoff management programs through the year 2020, and extends its planning horizon to 2040. The One Water LA Plan proposes a collaborative approach to managing the City's future water, wastewater treatment, and stormwater needs with the goal of yielding sustainable, long-term water supplies for Los Angeles to ensure greater resilience to drought conditions and climate change. The One Water LA Plan is also intended as a step toward meeting the Mayor's Executive Directive to reduce the City's purchase of imported water by 50 percent by 2024.[45] Major challenges addressed in the One Water LA Plan include recurring drought, climate change, and the availability of recycled water in the future in light of declining wastewater volumes.

Los Angeles Water Rate Ordinance. The City's Water Rate Ordinance was adopted in June 1995 and last amended by the City's Board of Water and Power Commissioners pursuant to Ordinance No. 184,130. Effective since April 15, 2016, this City Water Rate Ordinance restructured water rates to help further promote conservation. Specifically, the goal of the ordinance is to incentivize water conservation while recovering the higher costs of providing water to high volume users and accelerating development of sustainable local water supply. Tiered water rate schedules were established for: single-dwelling unit customers; multi-dwelling unit customers; commercial, industrial, and governmental customers and temporary construction; recycled water service; private water service; publicly sponsored irrigation, recreational, agricultural, horticultural, and floricultural uses, community gardens and youth sports. The new water rate structure increases the number of tiers from two to four for single-dwelling unit customers.

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44 City of Los Angeles, *Sustainable City pLAn*, 2015, available online at: https://www.lacity.org/highlights/sustainable-city-plan, accessed December 7, 2022.

45 City of Los Angeles, Office of the Mayor, *Executive Directive No. 5, Emergency Drought Response - Creating a Water Wise City*, October 14, 2014, available online at: https://lamayor.org/sites/g/files/wph1781/files/page/file/ED_5_-_Emergency_Drought_Response_-_Creating_a_Water_Wise_City.pdf?1426620015, accessed December 7, 2022.

In addition, this ordinance intends to maintain cost-of-service principles, incremental tier pricing based on the cost of water supply and added pumping and storage costs.

Landscape Ordinance No. 170,978. In 1996, Landscape Ordinance No. 170,978 became effective with an overarching goal to improve the efficient use of outdoor water. This Ordinance was amended in 2009 to comply with the Water Conservation in Landscaping Act of 2006 and the Model Water Efficient Landscape Ordinance.

Ordinance No. 185,198, 185,585, and 186,789—the Existing Buildings Energy and Water Efficiency (EBEWE) Ordinance amended LAMC Chapter IX, Article 1 (Building Code) in 2017 and made public the annual energy and water consumption of all buildings over 20,000 square feet in the City. Beginning in 2017, privately owned buildings that are 20,000 square feet or more and buildings owned by the City that are 7,500 or more are required to be benchmarked, and owners must disclose annual energy and water consumption. Privately owned buildings that are 100,000 square feet or more must begin benchmarking reporting by December 1, 2017, and smaller buildings must begin reporting over the following two years. The Ordinance is designed to facilitate the comparison of buildings' energy and water consumption, and reduce building operating costs, lower energy and water consumption.

LADWP Policies. The City requires that each applicant coordinate with the LADWP in order to ensure that existing and/or planned water conveyance facilities are capable of meeting water demand/pressure requirements. In coordination with the LADWP, each applicant/contractor shall identify specific on- and off-site improvements needed to ensure that impacts related to water supply and conveyance demand/pressure requirements are addressed at the time that a water connection permit application is submitted. Water supply and conveyance demand/pressure clearance from LADWP shall be required during this time as well.

4.17.1.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to water supply if it would:

- Require or result in the relocation or construction of new or expanded water, facilities, the construction of which could cause significant environmental effects; and/or
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

4.17.1.4 Methodology

Estimates of impacts on utilities and service systems have been disclosed using the most applicable demand factors available at the time of preparation.

For purposes of **Threshold 4.17-1**, the Proposed Plans would have a significant impact if they resulted in the relocation or construction of water facilities and that relocation or construction caused a significant environmental effect, such as the demolition of a historical resource or destruction of a unique archaeological resource. Under this threshold, not having adequate facilities to serve the Harbor LA CPAs is not in and of itself a significant impact. Rather the question is whether construction of needed facilities results in environmental impacts. Therefore, analysis involves a two-part inquiry: first, whether reasonably anticipated development under the Proposed Plans can be served by existing water facilities or if it is reasonably anticipated to cause the need for new or relocated water facilities; and second, if it will need new or relocated water facilities, whether it is reasonably anticipated that construction or relocation of such facilities will result in a significant environmental impact.

For purposes of **Threshold 4.17-2**, the Proposed Plans would have a significant impact if the City did not have adequate water supply to serve reasonably anticipated development under the Proposed Plans during normal, dry and multiple dry years.

Project-generated demands were calculated using the 2019 existing level of development in the Harbor LA CPAs, reasonably anticipated development in the Harbor LA CPAs in 2040, and utility rates per development unit (e.g., water use per dwelling unit). Impacts were determined based on the net change relative to existing conditions (i.e., 2040 with Harbor LA Community Plans conditions compared to existing baseline conditions). Water demand rates were obtained from the LADWP's 2020 UWMPs.[46] Daily water use rates that were used to calculate the Project's water use and intake are provided in **Table 4.17-6**, **Daily Water Use Rates**.

46 Los Angeles Department of Water and Power, *Urban Water Management Plan,* 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed May 15, 2022.

Table 4.17-6
Daily Water Use Rates

Land Use Type	2019 Daily Water Use Rate (gpd/unit)	2040 Daily Water Use Rate (gpd/unit)
Single-Family Residential	324	329.0
Multi-Family Residential	191	189.0
Commercial	75	69.0
Industrial	133	121.0
Public Facilities	75	69.0

1 Note: Note: gpd = gallons per day

Source: Impact Sciences, Inc., 2023. City of Los Angeles. 2021. Los Angeles Department of Water and Power 2020 Urban Water Management Plan.

State and local policies, plans, initiatives, and projects, such as SBX7-7, SB 1016, Emergency Water Conservation Plan, RENEW LA Plan and Ordinance 181,519, as discussed above under **Section 4.17.1.2, Regulatory Framework**, are in place or are anticipated to be implemented over the Proposed Plans' time horizon that would reduce utility consumption rates over time. Water rates were provided for 2040 as the 2015 and 2020 UWMPs provide rates for that year. These projected rates incorporate savings from codes and ordinances currently in place, but do not take into consideration planned projects, future policies, or initiatives and therefore, also provide a conservative estimate of future consumption. A qualitative discussion of planned capacity-building or supply-enhancing projects is included in the analysis.[47]

4.17.1.5 Impacts

Threshold 4.17-1 **Would implementation of the Proposed Plans require or result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects?**

This impact would be less than significant.

Table 4.17-7, Future (2040) Water Use in the Community Plan Areas, summarizes estimated water demand for the Harbor LA CPAs in 2040 with implementation of the Proposed Plans. As indicated in the table, total daily water demand in 2040 under the Proposed Plans is estimated to be 16,300,866 gpd

47 Los Angeles Department of Water and Power, *Urban Water Management Plan,* 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed May 15, 2022.

(approximately 16.3 mgd), or 17,931 afy. Population and employment that are reasonably anticipated under the Proposed Plans through 2040 would generate an estimated increase in demand of approximately 4.7 mgd, or 5,165 afy, which is an increase of about 40 percent compared to the existing baseline generation of 11.6 mgd or 12,766 afy.

Table 4.17-7
Future (2040) Water Use in the Community Plan Areas

Land Use	Dwelling Units or Employees	Daily Water Use Rate (gpd/unit)	Daily Water Demand (gpd)	Annual Water Demand (afy)
Future Proposed Project (2040)				
Single-Family	15,380 du	329	5,060,020	5,566
Multi-Family	31,822 du	189	6,014,358	6,616
Commercial[1]	42,014 employees	69	2,898,966	3,189
Industrial[2]	17,789 employees	121	2,152,469	2,368
Public Facilities[3]	2,537 employees	69	175,053	193
		Total	**16,300,866**	**17,931**
Future No Project (2040)				
Single-Family	15,674 du	329	5,156,746	5,672
Multi-Family	23,484 du	189	4,438,476	4,882
Commercial	12,657 employees	69	873,333	961
Industrial	21,221 employees	121	2,567,741	2,825
Public Facilities[3]	2,479 employees	69	171,053	188
		Total	**13,207,347**	**14,528**

Source: Los Angeles Department of Water and Power. 2020. Urban Water Management Plan Exhibit 2L. Available at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed May 15, 2023.
Note: gpd = gallons per day; du= dwelling units; sf = square feet; afy = acre feet per year; 1 gpd = 0.0011 afy; 1 mgd = 1,000,000 gpd Totals may not round up due to rounding.
[1]. Industrial land use employment numbers include employees from the Proposed Plan's Hybrid Industrial designation.
[3] Public Facilities land use employment numbers include employees from Open Space and Freeway designation.

Water conservation measures would apply to new development, but existing uses are also increasingly implementing water conservation measures in response to increased regulations and pricing controls such as limited Tier 1 (cheaper) water in drought years, and penalties for lack of reductions; therefore, this estimated net increase in water demand in the Harbor LA CPAs may represent a conservative estimate (for analysis purposes). As discussed in **Section 4.17.1.2, Regulatory Framework**, new development facilitated by the Proposed Plans would be required to comply with the City's water conservation ordinances, such as the Model Water Efficient Landscape Ordinance, which requires that new construction projects develop water budgets for landscaping, reduction of erosion and irrigation related runoff, utilization of recycled water if available, irrigation audits, development of requirements for landscape and irrigation design, and

scheduling of irrigation based on localized climate. Compliance with the Water Efficiency Requirements Ordinance and Supply Ordinance No. 165,004 would require new buildings to install water conservation fixtures, such as ultra-low-flush toilets, urinals, taps, and showerheads, and plumbing fixtures to obtain building permits in the City of Los Angeles.

Impacts from Construction of Facilities

Since the mid-2000s, the LADWP has initiated a comprehensive modernization and upgrade program at the LAA Filtration Plant to continue and better serve its customers. Based on the water treatment capacity of 600 mgd at the LAA Filtration Plant, the anticipated water demand increase of 3.9 mgd under implementation of the Proposed Plans would be within the capacity of the LAA Filtration Plant.

LADWP continues to invest in improving drinking water quality through its Capital Improvement Program. The most recently approved water budget for FY 2021/2022 maintains a $891 million earmark for capital projects.[48] Thus, the construction of new water treatment plants is not anticipated to occur as a result of the approval of the Proposed Project.

As development occurs incrementally throughout the Harbor LA CPAs, upgrades to water conveyance facilities may be required. LADWP installs and maintains the water distribution system. The 2018-2019 LADWP Water Infrastructure Plan establishes goals and targets for replacing and/or upgrading infrastructure. Through infrastructure projects, the LADWP would replace or upgrade major system components that are outdated or malfunctioning. With approximately 6,780 miles of mainline water pipes citywide, LADWP plans to replace approximately 500 miles in the next 10 years giving the highest priority to pipes with high risk of failure.

Without knowing the location of specific development and location of associated water feeder facilities, it is not possible to determine impacts to other specific LADWP facilities. Therefore, it is likely that the reasonably anticipated development under the Proposed Plans could exceed the capacity of water conveyance facilities, or the capacity of existing and planned fire hydrants. Local water delivery lines may need to be replaced and upgraded in the vicinity of new development that is substantially more dense than existing development, and it is possible that the construction of new water lines may be necessary to serve new development in the Harbor LA CPAs. The City requires that applicants coordinate with the LADWP to ensure that existing and/or planned water conveyance facilities are capable of meeting water demand/pressure requirements.

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48 City of Los Angeles Department of Water and Power, *Briefing Book 2021-2022*, available online at: https://ladwp-jtti.s3.us-west-2.amazonaws.com/wp-content/uploads/sites/3/2022/08/19165327/2021-22_Briefing_Book-Digital_Single_Page.pdf, accessed December 14, 2022.

The precise location and connection would need to be determined at the time development is proposed. Should any new connections or upgrades be required, such upgrades would be subject to subsequent environmental review. Any future line size modifications or connections would be designed in accordance with applicable provisions of the LAMC. In coordination with the LADWP, project applicants are required to identify specific on- and off-site improvements needed to ensure that impacts related to water supply and conveyance demand/pressure requirements are addressed prior to issuance of a certificate of occupancy. Water supply and conveyance demand/pressure clearance from the LADWP are required at the time that a water connection permit application is submitted. In addition, the City requires applicants to coordinate with the LAFD and LADBS to ensure that existing and/or planned fire hydrants are capable of meeting fire flow demand/pressure requirements. The issuance of building permits is dependent upon submission, review, approval, and testing of fire flow demand and pressure requirements, as established by the LAFD and LADBS prior to occupancy.

Development under the Proposed Plans could require the construction of new or upgraded water distribution facilities. However, if new facilities are determined to be necessary at some point in the future, the construction of such infrastructure would not be expected to result in significant environmental impacts since it typically involves replacement of lines in the same locations as existing lines. Routine infrastructure projects involving replacing or upgrading water distribution facilities, such as trunk lines, generally include the preparation of a Negative declaration or Mitigated Negative Declaration (ND or MND) and in some cases may possibly qualify for a Categorical Exemption (e.g., *CEQA Guidelines* Section 15302). Additionally, pipeline construction of less than one mile in existing right of ways is statutorily exempt (PRC Section 21080.21). To the extent that any conveyance upgrades are not exempt, the environmental impacts of the construction and operation of these new or upgraded facilities are consistent with the impacts that have been evaluated throughout this EIR. To the extent that any significant impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time. Therefore, impacts related to the construction of new water conveyance infrastructure and water treatment facilities or expansion of existing facilities under the Proposed Plans would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.17-2 **Would implementation of the Proposed Plans have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?**

This impact would be less than significant.

The calculated increase in water demand shown in **Table 4.17-7, Future (2040) Water Use in the Community Plan Areas,** does not fully take into account reductions in water use by sector anticipated for the City as a whole. Given the long lifespan of the Proposed Plans, it is important to consider the City's commitment to water conservation in conjunction with supply and demand forecasts to fully evaluate the impact of the Proposed Plans on water supplies.

Passive conservation includes long-term behavioral changes in customer water use and compliance with codes and ordinances that mandate increased efficiency. As previously discussed, and as shown in **Table 4.17-7**, implementation of the Proposed Plans would have a water demand of 16,200,402 gpd (approximately 16.2 mgd), or 17,864 afy. Water demand under the Proposed Plans would represent a water demand increase of appropriately 28 percent compared to Existing Conditions water demand of 11,605,818 gallons per day (gpd) (11.6 mgd) or 12,765 afy. The increase in water demand would occur incrementally over the lifespan of the Proposed Plans.

The MWD and LADWP are planning for the future population growth forecasts from SCAG through a variety of programs. Central to water planning is increasing conservation. The LADWP forecasts that citywide water demand with passive water conservation efforts would be approximately 697,800 af in 2040.[49] Based on the estimated amount of water demanded by the Proposed Plans (17,864 afy), the Harbor LA CPAs would consume approximately 2.4 percent of citywide water supply in 2040. LADWP completed a comprehensive Water Conservation Potential Study in 2017 that identified remaining active and passive

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49 Los Angeles Department of Water and Power, *Urban Water Management Plan*, 2020, available at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed May 15, 2022.

conservation opportunities.[50] The results from this study guide LADWP's current and future water conservation planning and program development. In addition, state legislation, which postdates several City water conservation ordinances, strengthens the City's commitment to water conservation and provides added assurance that the City will continue its leadership role in managing demand for water in the near and distant future.

Based on City policy, new water demand is to be met by expanding water recycling and conservation. All new development within the Harbor LA CPAs under the Proposed Plans would be required to implement the water conservation measures described in the Regulatory Framework section. New development within the Harbor LA CPAs would be required to comply with the Water Efficiency Requirements Ordinance, Los Angeles Green Building Code, the most current California Green Building Standard Code, and all applicable regulations in the future. Existing development within the Harbor LA CPAs may not be required to conform to these measures, although community pressure and pricing controls are anticipated to continue to reduce water demand from existing uses.

Water conservation efforts would reduce some of the added demand for water resources from new development as the Proposed Plans are implemented. Furthermore, during times of drought, the LADWP could also announce restrictions on water use for customers as part of its emergency water conservation plan. For example, in May of 2022, Mayor Garcetti announced that the LADWP would move to Phase 3 of its emergency water conservation plan, requiring customers to cut the number of outdoor watering days from three to two.[51] Efforts such as these, would help reduce water usage during times of drought.

As required by the Urban Water Management Planning Act, water suppliers are required to develop a UWMP every five years; the 2015 UWMP was the most current UWMP prepared by the LADWP at the time of scoping and the 2020 UWMP was approved in May 2021. Due to ongoing and worsening water supply concerns, 2020 information is used where appropriate to present a more conservative analysis. The LADWP will continue to work closely with the City of Los Angeles Department of City Planning to develop and update the UWMP every five years to identify short-term and long-term water resources management measures to meet growing water demands over a 20-year horizon.

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50 LADWP, *Water Conservation Potential Study*, 2017, available online at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation?_afrLoop=192100046393091&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D192100046393091%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dlyjn5xsnk_4, accessed December 9, 2022.

51 LADWP, "Mayor Garcetti Announces New Water Restrictions for LADWP Customers," 2022, available at: https://www.ladwpnews.com/mayor-garcetti-announces-new-water-restrictions-for-ladwp-customers/, accessed December 7, 2022.

Within the 2020 UWMP, the LADWP's water supply reliability is assessed under three hydrologic conditions: average year (30-year median hydrology from FY 1985/86 to 2014/15); single-dry year (FY 1989/90 hydrology); and multi-dry year (FY 1987/88 to FY 1991/92 hydrology). **Table 4.17-8, LADWP Service Area Reliability Assessment for Average Weather Year,** summarizes the water demands and supplies during an average weather year through FY 2040. **Table 4.17-9, LADWP Service Area Reliability Assessment for Single Dry Year,** summarizes the water demands and supplies for singe dry year conditions through FY 2044/45, which represented the planned supply portfolio to meet the City's water demands under critical hydrologic conditions. **Table 4.17-10, LADWP Service Area Reliability Assessment for Multiple Dry Years,** demonstrates the service reliability assessment for multiple dry year conditions. While the total water demand may surpass the existing/planned supplies provided by the LADWP, supplemental water purchased from the MWD will ensure sufficient supplies are provided to meet demand. While the City plans to improve its water supply reliability through investments in additional local supply development and conservation, the City has made significant investments in the MWD and will continue to rely on the MWD to meet current and future supplemental water needs. **Tables 4.17-8** through **Table 4.17-10** demonstrate that the LADWP will be able to maintain reliability during normal, single, and multiple dry year periods.

Table 4.17-8
LADWP Service Area Reliability Assessment for Average Weather Year

Demand and Supply Projections (acre-feet)	Average Year Fiscal Year Ending on June 30			
	2025	**2030**	**2035**	**2040**
Total Water Demand	**642,600**	**660,200**	**678,800**	**697,800**
Post-Conservation Demand	**509,500**	**526,700**	**536,100**	**554,500**
Existing/Planned Supplies	461,200	480,000	495,100	493,700
MWD Water Purchases	181,400	180,200	183,700	204,100
Total Supplies	**642,600**	**660,200**	**678,800**	**697,800**

Notes: MWD = Metropolitan Water District
Source: City of Los Angeles Department of Water and Power. 2021. 2020 Urban Water Management Plan.

Table 4.17-9
LADWP Service Area Reliability Assessment for Single Dry Year

Demand and Supply Projections (acre-feet)	Single Dry Year Fiscal Year Ending on June 30				
	2025	2030	2035	2040	2045
Total Water Demand	**674,700**	**693,200**	**712,700**	**732,700**	**746,000**
Post-Conservation Demand	**509,500**	**526,700**	**536,100**	**554,500**	**565,800**
Existing/Planned Supplies	385,600	406,200	423,200	423,700	425,400
MWD Water Purchases	289,100	287,000	289,500	309,000	320,600
Total Supplies	**674,700**	**693,200**	**712,700**	**732,700**	**746,000**

Notes: MWD = Metropolitan Water District
Source: City of Los Angeles Department of Water and Power. 2021. 2020 Draft Urban Water Management Plan.

Table 4.17-10
LADWP Service Area Reliability Assessment for Multiple Dry Years

Demand and Supply Projections (acre-feet)	Multiple Dry Years Fiscal Year Ending on June 30				
	2025	2030	2035	2040	2045
Multiple Dry Years: First Year					
Total Water Demand	**657,900**	**675,800**	**694,900**	**714,400**	**727,400**
Post-Conservation Demand	**507,600**	**526,600**	**536,100**	**554,400**	**565,700**
Existing/Planned Supplies	421,700	439,400	455,400	455,000	455,800
MWD Water Purchases	236,200	236,400	239,500	259,400	271,600
Total Supplies	**657,900**	**675,800**	**694,900**	**714,400**	**727,400**
Multiple Dry Years: Second Year					
Total Water Demand	**661,700**	**679,700**	**698,900**	**718,500**	**731,500**
Post-Conservation Demand	**507,600**	**526,600**	**536,100**	**554,400**	**565,700**
Existing/Planned Supplies	531,700	557,700	580,900	580,100	581,100
MWD Water Purchases	130,00	122,000	118,000	138,400	150,400
Total Supplies	**661,700**	**679,700**	**698,900**	**718,500**	**731,500**
Multiple Dry Years: Third Year					
Total Water Demand	**674,800**	**693,200**	**712,800**	**732,700**	**746,000**
Post-Conservation Demand	**507,600**	**526,600**	**536,100**	**554,400**	**565,700**
Existing/Planned Supplies	387,609	406,309	423,309	423,809	425,509
MWD Water Purchases	287,191	286,891	289,491	308,891	320,491
Total Supplies	**674,800**	**693,200**	**712,800**	**732,700**	**746,000**
Multiple Dry Years: Fourth Year					
Total Water Demand	**661,600**	**679,600**	**698,900**	**718,400**	**731,500**
Post-Conservation Demand	**507,600**	**526,600**	**536,100**	**554,400**	**565,700**

Demand and Supply Projections (acre-feet)	Multiple Dry Years Fiscal Year Ending on June 30				
	2025	2030	2035	2040	2045
Existing/Planned Supplies	411,400	429,400	445,700	445,400	446,400
MWD Water Purchases	250,200	250,200	253,200	273,000	285,100
Total Supplies	**661,600**	**679,600**	**698,900**	**718,400**	**731,500**
Multiple Dry Years: Fifth Year					
Total Water Demand	**655,700**	**673,600**	**692,600**	**712,000**	**724,900**
Post-Conservation Demand	**507,600**	**526,600**	**536,100**	**554,400**	**565,700**
Existing/Planned Supplies	427,700	445,300	461,100	460,600	461,300
MWD Water Purchases	228,000	228,300	231,500	251,400	263,600
Total Supplies	**655,700**	**673,600**	**692,600**	**712,000**	**724,900**

Notes: MWD = Metropolitan Water District
Source: City of Los Angeles Department of Water and Power. 2021. 2020 Urban Water Management Plan.

Per the 2020 UWMP, current water supplies, planned future water conservation efforts, and planned future water supplies will enable LADWP to reliably provide water that meets the demands of the City for a 25-year planning horizon (through 2040). According to the 2020 UWMP, projected total water demand for the City under average year conditions for year 2040 is 697,800 af and under a single dry year is 732,700 af. If conservation measures are applied, the total water demand in 2040 drops to 554,400 af. According to the LADWP, in 2018, 521,915 af of water were delivered (see **Table 4.17-1, LADWP Water Supply Serving the City of Los Angeles [in Acre-Feet]**) and, as result, water demand under single year dry conditions increases by 210,785 af from 2018 to 2040.

The projected net increase in water demand of 4,402 afy generated by new development facilitated by the Proposed Plans would represent about 1.5 percent of the forecast water demand increase through 2040 under the 2020 UWMP. The 2020 UWMP water demand projections are based on SCAG projections. As discussed in **Section 4.13, Population and Housing**, the Proposed Plans would accommodate a development capacity consistent with long-range SCAG growth projections. Because the water demand projections for the Harbor LA CPAs have been accounted for in the 2020 UWMP, and adequate supply would be available to meet estimated demand of the Harbor LA CPAs during normal and single dry year conditions and multiple dry years up to the year 2040, impacts would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.17.1.6 Cumulative Impacts

The issues of water demand and supply are region-wide in the Southern California area and transcend the boundaries of the Harbor LA CPAs and the City. The 2020 UWMP indicates that the LADWP can reliably meet the water demands of SCAG forecasted demographic growth in the City of Los Angeles through the year 2040. LADWP's infrastructure is a dynamic and complex system and its ability to provide water supply infrastructure and meet future water demands is determined on a case-by-case basis. Nonetheless, development and population increases under the Proposed Plans when combined with cumulative development could cause an increase in total water consumption. The potential for construction of new water filtration and other large-scale water facilities, such as desalination, is not anticipated at the present time although worsening drought conditions have brought such proposals to the fore. Depending on the location of new water supply facilities, if they are determined to be needed, impacts could occur, although they are too speculative to address in detail at the present time without knowing where development would occur.

The Harbor LA Community Plans aim to accommodate growth projected by SCAG. As discussed above, total water demand projected by the City's 2020 UWMP accounts for population growth within its jurisdictional boundaries, which is based on SCAG's demographic data and growth projections. Per the 2020 UWMP, demographic projections for the LADWP service area include a population of 4,041,284 million persons; 1,442,766 housing units; and 1,995,597 jobs.[52]

As shown in **Table 4.17-9, LADWP Service Area Reliability Assessment for Single Dry Year,** and **Table 4.17-9, LADWP Service Area Reliability Assessment for Multiple Dry Years,** above, projected total water demand for the City for 2040 under single/multiple dry year conditions is 732,700 afy in a single dry year and 712,000 afy at the end of multiple dry years. Per the 2020 UWMP, based on current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to meet the demands of the City for the 25-year planning horizon identified in the 2020

[52] Los Angeles Department of Water and Power, *Urban Water Management Plan,* 2020, available at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed May 15, 2022.

UWMP. Therefore, cumulative development would not result in a cumulatively significant impact with respect to water supply. Cumulative impacts related to water supply are ***less than significant***.

The increase in water demand in the Harbor LA CPAs and outside the CPAs could potentially increase pressure on the City's water infrastructure, including water mainline and trunk lines. LADWP prepared a 2018-2019 Water Infrastructure Plan, which addresses the City's long-term goals for replacing the City's water infrastructure. The report states that LADWP plans to replace approximately 500 miles of leak-prone and high-risk water mainlines in the next 10 years, and LADWP is increasing the rate at which they replace water distribution mainline to bring the pipe replacement cycle closer to the expected pipe life cycle by year 2023.[53] The upgrading and replacement of the City's water infrastructure generally results in a Statutory Exemption, a Categorical Exemption, or the preparation of a ND or MND. The City's environmental documents for water line replacements typically indicate less-than significant impacts, including air quality, noise, and traffic impacts. The environmental impacts of the construction and operation of water lines are localized in nature and consistent with the impacts evaluated throughout this EIR. Specifically, the EIR analyzes anticipated effects of citywide growth related to air quality, noise, traffic, and other environmental impact areas. To the extent that any significant impacts could result from the unique characteristics of a specific project site, those impacts are too speculative to analyze at this time. Therefore, the Proposed Plans would not make a cumulatively considerable contribution to impacts related to water conveyance. Based on the above information, the incremental effect of the Proposed Plans related to water supply or conveyance would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

4.17.2 WASTEWATER AND STORMWATER DRAINAGE

4.17.2.1 Wastewater Existing Environmental Setting

Wastewater generated within the Harbor LA CPAs is collected and treated by the City Los Angeles Department of Public Works, Bureau of Sanitation (LASAN) wastewater conveyance and treatment infrastructure, which operates and maintains the wastewater collection and treatment for the City and 29 contract cities and agencies. The City's sewage system is composed of the Hyperion Treatment Plant (HTP) service area, the Terminal Island Water Reclamation Plant (TIWRP) service area, the Don C. Tillman Water Reclamation Plant (DCTWRP) service area, and the Los Angeles-Glendale Water Reclamation Plant (LAGWRP) service area. The City's public sewers are managed within 26 primary sewer basins and 220

53 Los Angeles Department of Water and Power, *2018-2019 LADWP Water Infrastructure Plan*, Revised November 2019, available online at: https://s3-us-west-2.amazonaws.com/ladwp-jtti/wp-content/uploads/sites/3/2020/02/11170353/Water-Infrastructure-Report-Plan-2018-19_FINAL.pdf, accessed December 7, 2022.

secondary basins, or sewer sheds. The City operates and maintains the largest sewer network within the nation, with more than 6,700 miles of sewer lines and conveys about 400 mgd.[54] The City's primary sewer basin boundaries are based solely on sewer drainage and configuration and are independent of political boundaries.

Wastewater Treatment

City wastewater is treated at several wastewater treatment facilities: the HTP located in Playa del Rey; the TIWRP located in San Pedro; the DCTWRP located in Van Nuys; and the LAGWRP located in Los Angeles, adjacent to the City of Glendale. Each of these treatment plants is capable of treating a maximum of approximately 450, 30, 80, and 20 mgd of wastewater, respectively, and experience average daily flows of 260, 15, 45, and 20 mgd, respectively.[55] [56]

As stated previously, the HTP is located in the community of Playa del Rey which is approximately 8 miles northwest of the Harbor Gateway CPA. The HTP has a wet and dry weather treatment capacity of 450 mgd and peak wet weather flow of 800 mgd.[57] The HTP performs primary treatment of wastewater (i.e., the removal of large objects) and secondary treatment of wastewater (i.e., degradation of biological content).[58]

Treated wastewater from the HTP, also known as effluent, is discharged into the Santa Monica Bay through a five-mile outfall. All effluent discharges into the Santa Monica Bay are regulated by the NPDES Permit

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54 City of Los Angeles, Department of Public Works, LA Sanitation, 2019, *Sewer System Management Plan*, available online at: https://lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf, accessed December 9, 2022.

55 Los Angeles Department of Water and Power, *Urban Water Management Plan,* 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed May 15, 2022.

56 City of Los Angeles, *Terminal Island Water Reclamation Plant*, available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-tiwrp?_adf.ctrl-state=122fuvsvjl_1&_afrLoop=2793500497796616&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D2793500497796616%26_afrWindowMode%3D0%26_adf.ctrl-state%3D122fuvsvjl_5, accessed December 9, 2022.

57 City of Los Angeles Sanitation, "Hyperion Water Reclamation Plant," available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp;jsessionid=2sGX9zrxCPb18tRyB2FWyyzooHSRwnsqUaojz-OephWQP3MsfdN5!1595384780!-1364262218?_afrLoop=6702751796492203&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=weo3f53rz_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D6702751796492203%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dweo3f53rz_5, accessed December 9, 2022.

58 City of Los Angeles Department of Public Works, Bureau of Sanitation, *City of Los Angeles Integrated Resources Plan*, 2006, available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdew/~edisp/cnt010386.pdf, accessed December 9, 2022.

Number CA0109991.[59] The HTP outfall discharges primary and secondary treated effluent at a depth of 187 feet. The HTP also has a one-mile outfall which is in standby condition in case of an emergency. A small remaining portion of effluent is reused to recharge barrier walls. Treated sewer sludge, or biosolids are not discharged into Santa Monica Bay. Biosolids are either reused in agriculture or used by landfills for daily cover.[60]

The TIWRP serves the Wilmington-Harbor City, and San Pedro CPAs, and a portion of the Harbor Gateway CPA. The TIWRP has a treatment capacity of 30 mgd and currently processes an average of 15 mgd of wastewater.[61]

Wastewater Conveyance Infrastructure

The City owns, operates, and maintains an extensive wastewater collection and conveyance system that collects sewage from more than four million customers in Los Angeles, plus 29 contracting cities and agencies, over a 470-square-mile area. As previously discussed, the City conveys the sewage to one of the four treatment facilities.[62] The collection system pipelines range in diameter from 6-inches to 150-inches and consist of approximately 6,700 miles of primary and secondary sewers. To assess and maintain the condition of this expansive system, the City actively conducts an ongoing dry- and wet-weather flow monitoring program. There are 30 automatic "real time" flow monitors and 74 additional "near time" monitors located in the primary sewer system. The monitors use either telephone lines to send data to a central location or staff will download data in the field. Additionally, flow gauging is performed at over 600 strategic locations throughout the City's secondary sewer system on either a quarterly, semi-annual, or annual cycle to monitor flow depth.

Sewer capacity planning is prioritized based on two ratios of sewer flow to sewer capacity (depth-to-diameter [d/D]): a Trigger ratio and a Relief ratio. Trigger flow is the quantity of flow, that once reached,

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59 California Regional Water Quality Control Board, Los Angeles Region and U.S. EPA Region IX. *NPDES Permit No. CA0109991*, available online at: https://www.waterboards.ca.gov/water_issues/programs/tmdl/records/region_4/2011/ref3839.pdf, accessed December 9, 2022.

60 City of Los Angeles Department of Public Works, Bureau of Sanitation, *City of Los Angeles Integrated Resources Plan*, 2006, available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdew/~edisp/cnt010386.pdf, accessed December 9, 2022.

61 City of Los Angeles, LA Sanitation (LASAN), "Terminal Island Water Reclamation Plant," available online at: https://www.lacitysan.org/san/sandocview?docname=cnt067744, accessed December 9, 2022.

62 California Regional Water Quality Control Board, *Waste Discharge Requirements and Authorization to Discharge Under the National Pollutant Discharge Elimination System for the City of Los Angeles (Hyperion Treatment Plant)*, 2007, available online: https://www.epa.gov/sites/default/files/2017-12/documents/r10-npdes-salmon-waste-water-treatment-plant-id0020001-final-permit.pdf, accessed December 9, 2022.

would initiate planning for a relief or a replacement sewer. The buffer capacity is defined as the product of the estimated years to complete a new sewer project and the rate of recent flow increases in the sewer being evaluated. The Relief d/D is currently 0.75 across the City (i.e., when a sewer is at 75 percent of capacity) for all existing sewers, the Trigger d/D varies on a project-by-project basis because each project's tributary area has its own unique characteristics such as population growth projection, commercial and industrial discharge forecast, and other contributing factors that determine how quickly flows are projected to increase over time. The Sewer Design Manual requires all new sewers to meet a d/D of 0.5 for the projected design year (i.e., that they be at no more than 50 percent of capacity in their design year).[63] **Table 4.17-11, Sewer Conditions Risk,** lists the sewer structural condition ranking schedule used by LASAN.

Table 4.17-11
Sewer Conditions Rank

Ranking	Description	Action
A	Very Good • Condition is almost like-new sewer reach.	No Repairs Future routine inspection
B	Good • Light Cracks localized • Light Corrosion localized • Light Roots localized	No Immediate Repairs Routine Maintenance Program. Schedule next inspection in the order of sewer system priority.
C	Fair • Moderate Cracks/Fractures • Moderate Corrosion continuous • Moderate Infiltration continuous • Moderate Roots continuous	Routine Repairs as Needed Includes planning, environmental documentation, technical investigations, design, reviews, bid and award following established priorities.
D	Poor • Severe Cracks/Fractures • Broken Reach with Holes • Severe Corrosion • Severe Infiltration/Roots	Repairs Includes regular bid and award, fast track construction, accelerate planning/design, and monitoring.
E	Emergency • Collapsed Pipe (PX) • Dirt Pipe (CPD) • Crown of Pipe Gone (CPC, CG) • Void in Backfill around pipe • Full Flow Obstruction/Blockage	Emergency Repair Initiate Special Order Procedure "Urgent Necessity".

Source: City of Los Angeles Department of Public Works, Bureau of Sanitation, Wastewater Collection System Rehabilitation and Replacement Report and Plan, June 2006, 2017.

63 City of Los Angeles Department of Public Works, *Sewer System Management Plan: Hyperion Sanitary Sewer System,* available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf#:~:text=The%20City%20of%20Los%20Angeles%20LA%20Sanitation%20%26,System%2C%20and%20Los%20Angeles%20Regional%20System%20%28Harbor%20Gateway%29., May 20, 2022.

New and rehabilitated sewers and pump stations are planned, designed, and constructed to meet the highest performance standards in the industry in accordance with the City's Sewer Design Manual. The Sewer Design Manual is a comprehensive set of criteria for the planning and designing of new sewers, pump stations, force mains, and appurtenances, and for the rehabilitation of existing sewers. In conjunction with the Sewer Design Manual, the City also maintains Standard Plans, which are used to provide consistency and quality in design. All system components are designed to meet permit requirements of the various federal, state, and local agencies thereby ensuring that projects benefit from the input of all affected and interested parties, including the communities.

The Sewer Design Manual and Standard Plans are updated, maintained, and administered by LASAN. For all projects, LASAN is responsible for determining the sewer capacity availability for new sewer connections for residential, commercial, and industrial developments. This function is part of an overall sewer connection permitting process that involves a combined effort by LASAN and the City's Bureau of Engineering (BOE) personnel. In issuing a sewer connection permit, the BOE Development Services Division determines if further investigation is needed to evaluate the capacity of an existing sewer line to handle the additional flow from the proposed development or project and take appropriate preemptive action to attenuate potential emergency sewer overflow incidences in the future.

In addition to preemptive sewer monitoring and permitting activities, the LASAN Wastewater Collection Systems Division also maintains up-to-date Sanitary Sewer Overflow Response and Reporting Procedures. The procedures outline the necessary actions to provide immediate response to sewage overflows. It is City policy that, "[e]very reported sewage spill affecting public or private property within the City of Los Angeles shall be acted upon by the Division." Crew leaders are immediately notified upon receipt of a reported potential sewer overflow and are instructed to respond immediately.[64]

The effect of stringent monitoring practices and sewer design standards are apparent in that the City has not experienced any wet-weather overflows since major relief sewers were completed in 2006. However, some dry-weather overflows still occur occasionally due to tree roots, grease blockages, landslides, and

64 City of Los Angeles, Department of Public Works, *Sewer System Management Plan: Hyperion Sanitary Sewer System,* available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdey/~edisp/cnt012544.pdf, accessed December 9, 2022.

vandalism. Despite these irregular overflow occurrences, the system currently has sufficient capacity to handle peak dry-weather flows.[65, 66]

Water Quality Monitoring

Los Angeles is constantly monitoring the infrastructure to ensure reliable service. Dischargers are regulated under Waste Discharge Requirements (WDRs) and are required to "self-monitor," that is, to collect regular samples of their effluent and receiving waters according to a prescribed schedule to determine facility performance and compliance with their requirements. In addition to self-monitoring by dischargers, the Los Angeles Regional Water Quality Control Board (LARWQCB) makes unannounced inspections and collects samples to determine compliance with discharge requirements and receiving water objectives and to provide data for enforcement actions. LARWQCB also responds to a variety of incidents, including accidental and illegal discharges of oil from offshore pipelines, oily waste discharges, and dumping in storm drains. Each regional board in the state prepares a biennial Water Quality Assessment (WQA) Report using data collected by regional planning, permitting, surveillance, and enforcement programs. The regional reports contain inventories of the pollutants in the major water bodies of the region.

The Flow Monitoring Expansion Program helps operations and maintenance to manage the conveyance system. Flow data is gathered to support resource allocation. LASAN continuously monitors 194 locations in major outfall, interceptors, and primary sewers (pipes 16-inch and greater in diameter) and periodically monitors over 500 locations in the primary sewers and some secondary sewers (pipes 15 inch or smaller in diameter).[67]

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65 City of Los Angeles, Department of Public Works, *Sewer System Management Plan: Hyperion Sanitary Sewer System,* available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdey/~edisp/cnt012544.pdf, accessed December 9, 2022.

66 Based on comments on the Citywide Housing Element Update EIR regarding the July 2021 Hyperion Water Treatment Plant crisis in which flow of debris overwhelmed the treatment facility, Los Angeles Sanitation Department has conducted population projections for the Hyperion Water Treatment Plan (Hyperion) and have determined that the facility is operating at substantially below the capacity and is expected to until the year 2040. The average wastewater flow of the facility is approximately 300 million gallons per day (MGD) whereas the maximum capacity is 600 MGD, or approximately double the average wastewater flow. Therefore, considering Hyperion's current capacity and the City's ongoing conservation efforts, the facility can handle the anticipated wastewater flow associated with the projected population growth.

67 City of Los Angeles Department of Public Works, *Sewer System Management Plan: Hyperion Sanitary Sewer System,* available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdey/~edisp/cnt012544.pdf, accessed December 9, 2022.

Existing Wastewater Generation

The estimated wastewater generation of existing land uses within the Harbor LA CPAs is shown in **Table 4.17-12, Estimated Existing Wastewater Generation in the Harbor LA Community Plan Areas**. Currently, the Harbor LA CPAs are estimated to generate approximately 6,517,884 gpd (6.5 mgd) of wastewater. Wastewater generated by the Harbor LA CPAs represents approximately three percent of the HTP's current wastewater treatment capacity of 450 mgd and approximately 44.0 percent of the TIWRP's wastewater treatment capacity of 30 mgd.

Table 4.17-12
Estimated Existing Wastewater Generation in the Harbor LA Community Plan Areas

Land Use	Dwelling Units or Employees	2019 Daily Wastewater Use Rate (gpd/unit)	Daily Wastewater Generation (gpd)
Residential			
Single-Family	14,510 du	181.4	2,632,114
Multi-Family	21,765 du	152.8	3,325,692
		Residential Subtotal	***5,957,806***
Non-residential			
Commercial	8,500 employees	42.0	357,000
Industrial	15,636 employees	11.9	186,068
Public Facilities	405 employees	42.0	17,010
		Non-Residential Subtotal	***560,078***
		Existing Conditions Total	***6,517,884***

Note: gpd = gallons per day; du= dwelling units; sf = square feet; afy = acre feet per year; 1 gpd = 0.0011 afy; 1 mgd = 1,000,000 gpd
Source: Impact Sciences, Inc., 2023. Los Angeles Department of Water and Power 2020 Urban Water Management Plan, Exhibit 2F. Available at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed December 9, 2022.

4.17.2.2 Stormwater Existing Environmental Setting

The Harbor LA CPAs are located within the Dominguez Channel and Los Angeles Harbor Watershed. The Dominguez Channel Watershed covers approximately 70,000 acres and is located in the southern portion of the Los Angeles Basin. Approximately 43,400 acres of the watershed drains to the 15.7-mile-long Dominguez Channel which begins in Hawthorne and discharges into the Los Angeles Harbor in the east basin. The

remaining approximately 26,600 acres, which includes Wilmington Drain and Machado Lake, drains directly to the Los Angeles Harbor independently of Dominguez Channel.[68]

The City's storm drain system, maintained by the County of Los Angeles Department of Public Works, is a vast network of underground pipes and open channels that were designed to prevent flooding. The City's storm drain system, maintained by the BOE, consists of an extensive network of underground pipes and open channels that were designed to prevent flooding. The City's storm drain system consists of approximately 3,300 miles of storm drains, 47 pump plants, 172 debris basins, 27 sediment placement sites, 3 seawater intrusion barriers and an estimated 82,000 catch basins that collect runoff, spreading grounds, and pumping facilities.[69] The City's system is designed to accommodate 50-year magnitude storms. During dry weather, the combined County and City storm drainage systems carry tens of millions of gallons of runoff daily.

The Harbor LA CPAs are mostly covered with impervious surfaces, including roadways, parking lots, hardscapes, and rooftops, which generate stormwater runoff. Runoff drains from the street into the gutter and enters the system through an opening in the curb called a catch basin. Curbside catch basins are the primary points-of-entry for urban runoff. From there, runoff flows into underground tunnels that empty into flood control facilities for draining stormwater from the Harbor LA CPAs and directing it safely to the ocean. See **Section 4.9, Hydrology and Water Quality,** for further discussion of the Dominguez Channel Watershed.

4.17.2.3 Wastewater Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Utilities-Wastewater at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Clean Water Act
- California Green Building Code
- Los Angeles Regional Water Quality Control Board (LARWQCB)
- City of Los Angeles General Plan Framework Element

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68 LA Sanitation and Environment. "Dominguez Channel." Available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-wp/s-lsh-wwd-wp-ewmp/s-lsh-wwd-wp-ewmp-dc?_afrLoop=15024421868200047&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=ay1a9bfj7_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D15024421868200047%26_afrWindowMode%3D0%26_adf.ctrl-state%3Day1a9bfj7_5, accessed September 16, 2022.

69 Los Angeles County Department of Public Works. "Los Angeles County Flood Control District." https://dpw.lacounty.gov/LACFCD/web/, accessed December 7, 2022.

- Integrated Resources Plan (IRP)
- Water IRP 5-year Reviews
- Los Angeles Municipal Code
- One Water LA 2040 Plan
- Green New Deal
- Sewer System Management Plan
- Los Angeles Wastewater Capital Improvement Program

Federal

Clean Water Act (CWA). The primary goals of the Federal Clean Water Act (CWA), 33 USC §§ 1251, et seq. (CWA) are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollutant discharges. The CWA sets forth a number of objectives in order to achieve the above- mentioned goals. The CWA objectives include regulating pollutant and toxic pollutant discharges; providing for water quality which protects and fosters the propagation of fish, shellfish and wildlife; developing waste treatment management plans; and developing and implementing programs for the control of non-point sources pollution.

National Pollutant Discharge Elimination System (NPDES). The NPDES permit system was established in the CWA to regulate point source discharges into waters within the United States. Point sources are discrete conveyances such as pipes or manmade ditches. Individual homes connected to a municipal system are not required to obtain a permit under the NPDES, however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

State

California Green Building Code. The California Green Building Standards Code, commonly referred to as the CALGreen Code, is set forth in California Code of Regulations Title 24, Part 11, and establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development and water conservation, among other issues. Under the CALGreen Code, all flush toilets are limited to 1.28 gallons per flush, and urinals are limited to 0.5 gallon per flush. In addition, maximum flow rates for faucets are established at: 2.0 gallons per minute (gpm) at 80 pounds per square inch (psi) for showerheads; 1.2 gpm at 60 psi for residential lavatory faucets; and 1.8 gpm at 60 psi for kitchen faucets.

Regional

Los Angeles Regional Water Quality Control Board (LARWQCB). The LARWQCB is one of the nine state RWQCBs that are under the purview of the SWRCB. The SWRCB sets statewide policy and, together with the nine state RWQCBs, implements State and federal laws and regulations that pertain to water quality. The LARWQCB implements state and federal laws and regulations within its jurisdiction and continuously maintains its Water Quality Control Plan (WQCP).

The LARWQCB enforces the Code of Federal Regulations Part 40, Section 122.41(m), which prohibits the bypassing of treatment facilities and sanitary sewer overflows. In addition to the Code of Federal Regulations, the sewer conveyance system is subject to regulation by the South Coast Air Quality Management District (SCAQMD), which responds to complaints regarding nuisance odors. The 10-year Los Angeles Sewers Program also regulates maintenance and construction project schedules and is currently managing approximately 150 sewer infrastructure improvement projects.

The 10-year Los Angeles Sewers Program was put into place in order to carry out the mandates of the Collection System Settlement Agreement (CSSA), which has a compliance term of 10 years. The CSSA is a settlement agreement that was reached in 2004 to resolve a lawsuit brought against the City by the Santa Monica Baykeeper and other community organizations after a number of sanitary sewer overflows occurred in the City in February 1998. The CSSA requires the City to enhance, repair, and update the sewer system and sets specific timelines for the City to complete the upgrades. It also mandates that the City spend $8.5 million in supplemental environmental enhancement projects. Pursuant to the CSSA, the City prepares annual progress reports detailing its success at meeting the terms of the agreement.

Local

City of Los Angeles General Plan Framework Element. The Citywide General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan. The General Plan Framework sets forth a comprehensive Citywide long-range growth strategy and defines Citywide policies regarding land use, housing, urban form and neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services.

The goals, objectives, and policies of the Framework that are related to wastewater and stormwater are listed in **Table 4.17-13, Relevant General Plan Wastewater Treatment and Conveyance Goals, Objectives, and Policies**.

Table 4.17-13
Relevant General Plan Wastewater Treatment and Conveyance Goals, Objectives, and Policies

Goal/Objective/ Policy	Goal/Objective/Policy Descriptions
Framework Element- Chapter 9 Infrastructure and Public Services	
Goal 9A	Adequate wastewater collection and treatment capacity for the City and in basins tributary to City-owned wastewater treatment facilities.
Objective 9.1	Monitor and forecast demand based upon actual and predicted growth.
Policy 9.1.1	Monitor wastewater generation.
Policy 9.1.2	Monitor wastewater flow quantities in the collection system and conveyed to the treatment plants.
Policy 9.1.3	Monitor wastewater effluent discharged into the Los Angeles River, Santa Monica Bay, and San Pedro Harbor to ensure compliance with water quality requirements.
Objective 9.2	Maintain the wastewater collection and treatment system, upgrade it to mitigate current deficiencies, and improve it to keep pace with growth as measured by the City's monitoring and forecasting efforts.
Policy 9.2.1	Collect and treat wastewater as required by law and Federal, State, and regional regulatory agencies.
Policy 9.2.2	Maintain wastewater treatment capacity commensurate with population and industrial needs.
Policy 9.2.3	Provide for additional wastewater treatment capacity in the Hyperion Service Area, as it becomes necessary.
Policy 9.2.4	Continue to implement programs to upgrade the wastewater collection system to mitigate existing deficiencies and accommodate the needs of growth and development.
Policy 9.2.5	Review other means of expanding the wastewater system's capacity.
Objective 9.3	Increase the utilization of Demand Side Management (DSM) strategies to reduce system demand and increase recycling and reclamation.
Policy 9.3.1	Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.
Policy 9.3.2	Consider the use of treated wastewater for irrigation, groundwater recharge, and other beneficial purposes.
Objective 9.4	Ensure continued provision of wastewater collection and treatment after an earthquake or other emergency.
Policy 9.4.1	Restore minimal operations as soon as possible after an emergency, and full operations as soon as feasible.
Policy 9.4.2	Establish joint cooperation agreements with other jurisdictions for mutual assistance during emergencies.

Source: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, re-adopted 2001.

City of Los Angeles Integrated Resources Plan (IRP). The City's IRP incorporates a future vision of water, wastewater, and runoff management in the City, recognizing the relationships among all of the City's water resources activities and functions. The IRP addresses and integrates the water, wastewater, and runoff need of the City to the year 2020 and used comprehensive basin-wide water resources planning. The IRP consists of a Facilities Plan, a Financial Plan, and an EIR for the program. Objectives of the IRP include, but are not limited to, meeting the projected wastewater system needs of the City; complying with all regulations protecting public health and the environment; conforming to the sustainability guidelines of the City; providing for safe use of recycled water; and providing cost-effective services. In developing the

alternatives to help bridge the gaps in the ability of the current water system to serve future populations, the City also allowed for application of various criteria to accommodate changes and unanticipated conditions that could be encountered during implementation of the selected alternative. The alternative ultimately selected by the City Council included a mix of projects and programs which manages future wastewater flows with the expansion of the City's Donald C. Tillman Water Reclamation Plant to 100 mgd and provides increased recycled water reuse and urban runoff management.

Los Angeles Municipal Code

Green Building Code. The City has been pursuing a number of green development initiatives intended to promote energy conservation and reductions in the amount of greenhouse gas emissions generated within the City. While these ordinances do not focus on the provision of sewer services, they do mandate the use of water conservation features in new developments. Examples of such water conservation features include, but are not limited to, low water shower heads, toilets, clothes washers and dishwashers. Because the flow through these fixtures is reduced, residual wastewater passing through is reduced, in turn reducing the demand for sewage conveyance and treatment.

The Los Angeles Municipal Code (LAMC) Chapter IX, Article 9, the Los Angeles Green Building Code (LA Green Building Code, Ordinance No. 181,480),[70] was adopted in April 2008 and provides standards and a mechanism for evaluating projects for their water conservation features during site plan review. The LA Green Building Code has been subsequently amended to incorporate various provisions of the California Green Building Standards (CALGreen) Code. The LA Green Building Code includes mandatory requirements and elective measures pertaining to wastewater for three categories of buildings, the first of which applies to this Project: (1) low-rise residential buildings; (2) non-residential and high-rise residential buildings; and (3) additions and alterations to residential and non-residential buildings.

Water Efficiency Requirements Ordinance. LAMC Chapter XII, Article 5, the Water Efficiency Requirements Ordinance (Ordinance No. 180,822),[71] effective December 1, 2009, requires the installation of efficient water fixtures, appliances, and cooling towers in new buildings and renovation of plumbing in existing buildings, to minimize the effect of water shortages for City customers and enhance water supply sustainability.

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70 City of Los Angeles, *Ordinance No. 181,480*, available online at: https://www.ladbs.org/docs/default-source/publications/ordinances/l-a-green-building-code-ordinance-181480.pdf?sfvrsn=12, accessed December 7, 2022.

71 City of Los Angeles, *Ordinance No. 180,822*, available online at: http://clkrep.lacity.org/onlinedocs/2009/09-0510_ord_180822.pdf, accessed December 7, 2022.

Sewer Capacity Availability Review (SCAR). The LAMC includes regulations that require the City to assure available sewer capacity for new projects and to collect fees for improvements to the infrastructure system. LAMC Section 64.17 requires that the City perform a SCAR when an applicant seeks a sewer permit to connect a property to the City's sewer system, proposes additional discharge through their existing public sewer connection, or proposes a future sewer connection or future development that is anticipated to generate 10,000 gallons or more of sewage per day. A SCAR provides a preliminary assessment of the capacity of the existing municipal sewer system to safely convey a project's newly generated wastewater to the appropriate sewage treatment plant.

Sewerage Facilities Charge. LAMC Sections 64.11 and 64.12 require approval of a sewer permit, also called an "S" Permit, prior to connection to the wastewater system. LAMC Sections 64.11.2 and 64.16.1 require the payment of fees for new connections to the City's sewer system to assure the sufficiency of sewer infrastructure. New connections to the sewer system are assessed a Sewerage Facilities Charge. The rate structure for the Sewerage Facilities Charge is based upon wastewater flow strength as well as volume. The determination of wastewater flow strength for each applicable project is based on City guidelines for the average wastewater concentrations of two parameters, biological oxygen demand and suspended solids, for each type of land use. Sewerage Facilities Charge fees are deposited in the City's Sewer Construction and Maintenance Fund for sewer and sewage-related purposes, including, but not limited to, industrial waste control and water reclamation purposes.

Bureau of Engineering Special Order. The City establishes design criteria for sewer systems to assure that new infrastructure provides sewer capacity and operating characteristics to meet City standards (Bureau of Engineering Special Order No. SO 06-0691). Per the Special Order, lateral sewers, which are sewers 18 inches or less in diameter, must be designed for a planning period of 100 years. The Special Order also requires that sewers be designed so that the peak dry weather flow depth during their planning period does not exceed one-half of the pipe diameter (D) (i.e., depth-to-diameter ratio or d/D).[72]

Low Impact Development Ordinance. Under LAMC Section 64.72, all development projects in the City are required to integrate low impact development (LID) practices and standards for stormwater pollution mitigation to manage and capture stormwater runoff, to the maximum extent feasible, in priority order: infiltration, evapotranspiration, capture and use, treated through high removal efficiency biofiltration/biotreatment system of all of the runoff on site. High removal efficiency

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72 City of Los Angeles Department of Public Works, Bureau of Engineering, *Special Order No. 006-0691, Planning Period, Flow, and Design Criteria for Gravity Sanitary Sewers and Pumping Plants*, effective June 6, 1991, available online at: http://eng2.lacity.org/docs/sporders/1991/so00691.pdf, accessed December 9, 2022.

biofiltration/biotreatment systems are required to comply with the standards and requirements of the Development Best Management Practices (BMPs) Handbook.

One Water LA 2040 Plan. In April 2018, the City prepared the One Water LA 2040 Plan (One Water LA Plan), an integrated approach to Citywide recycled water supply, wastewater treatment, and stormwater management.[73] The new plan builds upon the City's Water IRP, which projected needs and set forth improvements and upgrades to wastewater conveyance systems, recycled water systems, and runoff management programs through the year 2020, and extends its planning horizon to 2040. The One Water LA Plan proposes a collaborative approach to managing the City's future water, wastewater treatment, and stormwater needs with the goal of yielding sustainable, long-term water supplies for Los Angeles to ensure greater resilience to drought conditions and climate change. The One Water LA Plan is also intended as a step toward meeting the Mayor's Executive Directive to reduce the City's purchase of imported water by 50 percent by 2024.[74] Major challenges addressed in the One Water LA Plan include recurring drought, climate change, and the availability of recycled water in the future in light of declining wastewater volumes. Volume 2 of the One Water LA Plan is the Wastewater Facilities Plan.

Green New Deal. The City released the first Sustainable City pLAn in April 2015, which was updated in 2019 as the Green New Deal. The Green New Deal includes a multi-faceted approach to developing a locally sustainable water supply to reduce reliance on imported water, reducing water use through conservation, and increasing local water supply and availability. Towards that end, the Green New Deal establishes a target of recycling 100 percent of all wastewater for beneficial reuse by 2035, which would be an improvement from the FY 2017-2018 baseline of 27 percent.[75]

The Green New Deal establishes a number of milestones and initiatives:

- 2021: Produce 1.5 mgd of recycled water at HWP for use at Los Angeles International Airport and other local facilities;

- 2025: Recycle 17,000 afy of water at the DCTWRP to recharge into groundwater basin;

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73 City of Los Angeles, *One Water LA 2040 Plan, Volume 1, Summary Repor*t, April 2018, available online at: https://www.lacitysan.org/cs/groups/sg_owla/documents/document/y250/mdi2/~edisp/cnt026188.pdf, accessed December 7, 2022.

74 City of Los Angeles, Office of the Mayor, *Executive Directive No. 5, Emergency Drought Response - Creating a Water Wise City*, October 14, 2014, available online at: https://www.lamayor.org/sites/g/files/wph1781/files/page/file/ED_5_-_Emergency_Drought__Response_-_Creating_a_Water_Wise_City.pdf?1426620015, accessed December 7, 2022.

75 City of Los Angeles. *LA's Green New Deal*, 2019, page 47, available online at: https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf, accessed December 7, 2022.

- 2025/2035: Increase non-potable reuse of recycled water by an additional of 6,000 afy 2025; and an additional 8,000 afy by 2035; and

- 2025/2035: Reduce annual sewer spills to fewer than 65 by 2025; and 60 by 2035.

Sewer System Management Plan. The State of California, via the State Water Quality Control Board's May 2, 2006, Statewide General Waste Discharge Requirements (WDRs), requires a Sewer System Management Plan (SSMP) to be prepared for all publicly owned sanitary sewer systems. The plans include measures to control and mitigate sewer spills and must be made available to the public. Accordingly, the City has prepared three SSMPs, one for each of the three separate sanitary sewer systems owned and operated by LA Sanitation: the Hyperion Sanitary Sewer System, the City of Los Angeles Regional Sanitary Sewer System (Harbor Gateway); and the Terminal Island Water Reclamation Plant Sanitary Sewer System. The City's SSMPs were last updated in January 2019 as part of a required biennial internal audit.[76] The SMMPs address the proper management, operation, and maintenance of all parts of the systems. The SSMP establishes design and performance standards for the sewer system; provides procedures for evaluating the system and providing capacity assurance; and establishes a performance standard to identify sewers in need of replacement or relief. The City's SSMP is in full compliance with the WDRs and meets applicable WDR objectives.[77]

Los Angeles Wastewater Capital Improvement Program. Every 10 years, the City of Los Angeles Department of Public Works, Bureau of Sanitation (LASAN) updates the City's 10-Year Capital Improvement Program, which identifies the wastewater system upgrades, equipment, and modifications to be funded by the City within a 10-year period. Many of these improvements are necessary in order to comply with state and CWA regulations. The most recent update, the Wastewater Capital Improvement Program Fiscal Years 2013/2014 through 2022/2023, identifies improvements scheduled through 2016 for the four treatment plants, collection system, pumping plants, and system-wide operations.

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76 City of Los Angeles, Department of Public Works, Department of Sanitation, *Sewer System Management Plan*, *Hyperion Sanitary Sewer System*, January 2019, available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf, accessed December 9, 2022.

77 City of Los Angeles, Department of Public Works, Department of Sanitation, *Sewer System Management Plan*, *Hyperion Sanitary Sewer System*, January 2019, available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf, accessed December 9, 2022.

4.17.2.4 Stormwater Regulatory Framework

Federal

Clean Water Act (CWA). CWA is discussed above under "Regulatory Framework" in the Wastewater subsection.

State

California Water Code Section 79747. Section 79747 of the California Water Code identifies funds available for multi-benefit stormwater management projects which may include, but are not limited to, green infrastructure, rainwater and stormwater capture projects, and stormwater treatment facilities. Development of plans for stormwater projects are required to address the entire watershed and incorporate the perspectives of communities adjacent to the affected waterways, especially disadvantaged communities.

NPDES General Construction Activity Stormwater Permit (GCASP). Pursuant to CWA section 402(p) and the Porter-Cologne Water Quality Control Act, SWRCB has issued a statewide NPDES General Permit, or GCASP, under Order No. 2009-0009-DWQ, NPDES No. CAR000002, which was adopted on September 2, 2009. The Order requires that prior to the beginning of construction activities, the permit applicant must obtain coverage under a GCASP permit by preparing and submitting a Notice of Intent along with the appropriate fee to SWRCB. Construction activities subject to GCASP include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, which result in soil disturbances of one acre of total land area or more.

Prior to obtaining the GCASP, an adequate Stormwater Pollution Prevention Plan (SWPPP) has to be prepared. The SWPPP specifies BMPs that will prevent construction pollutants from contacting stormwater with the intent of keeping all products of erosion from moving off-site into receiving waters. BMPs are intended to diminish impacts to the Maximum Extent Practicable (MEP), which is a standard developed by Congress to allow regulators the flexibility needed to shape programs to the site-specific nature of municipal stormwater discharges. Reducing impacts to the MEP generally relies on BMPs that emphasize pollution prevention and source control, with additional structural controls as needed. The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges. The SWPPP includes a description of: (1) the site, (2) erosion and sediment controls, (3) means of waste disposal, (4) implementation of approved local plans, (5) control of post-construction sediment and erosion control measures and maintenance responsibilities, and (6) non-stormwater management controls. Dischargers are

also required to inspect their construction sites before and after storms to identify stormwater discharge associated with construction activity and to identify and implement controls where necessary.

Within the City of Los Angeles, SWPPP requirements are enforced through LADBS plan review and approval process. During the review process, development project plans are reviewed for compliance with the stormwater requirements. Plans and specifications are reviewed to ensure that the appropriate BMPs are incorporated to address stormwater pollution prevention goals. While NPDES permits aim to reduce stormwater pollution, the permits also affect stormwater drainage since the application of BMPs would provide nonpoint source control of surface drainage. Additionally, the SWPPP describes the stormwater BMPs that would control the quality and quantity of stormwater runoff.

Local

County of Los Angeles Hydrology Manual. Drainage and flood control within the Harbor LA CPAs are regulated by LADPW and the County of Los Angeles Department of Public Works (CLADPW). The County has jurisdiction over regional drainage facilities. The County's Hydrology Manual requires a storm drain system be designed for a 25-year storm event and that the combined capacity of a storm drain, and street flow system accommodate flow from a 50-year storm event.[78]

Los Angeles Department of Public Works (LADPW) Bureau of Engineering (BOE) B-Permit (LAMC §62.106.b). Any proposed drainage improvements within the street right-of-way or any other property owned by, to be owned by, or under the control of the City requires the approval of a B-permit. Under the B-permit process, storm drain installation plans are subject to the review and approval by BOE. Additionally, any connections to the City's storm drain system from a property line to a catch basin or a storm drainpipe requires a storm drain permit from BOE.

Proposition O. Proposition O, a $500 million bond, authorized the City to fund projects that protect public health, capture stormwater for reuse and meet the federal CWA through removal and prevention of pollutants entering regional waterways. Proposition O projects include but are not limited to the Temescal Canyon Park Stormwater BMP, Los Angeles Zoo Parking Lot, the Westchester Stormwater BMP, Echo Park Lake Rehabilitation Project, and the Hansen Dam Recreational Area Parking Lot and Wetlands Restoration. In addition, Proposition O funds were utilized for the Catch Basin Screen Cover and Insert Project, which provided for the installation of catch basin inserts and screen covers throughout the City beginning in 2005

78 County of Los Angeles Department of Public Works, *Hydrology Manual*, 2006, available online at: http://dpw.lacounty.gov/wrd/Publication/engineering/2006_Hydrology_Manual/2006%20Hydrology%20Manual-Divided.pdf, accessed December 9, 2022.

with completion on September 30, 2007 (Phase I and Phase II). Phase III began in the spring of 2008 and will retrofit approximately 34,000 remaining catch basins with opening screen covers.[79]

Low Impact Development (LID) Ordinance. The LID Ordinance was adopted by the City in 2011. The ordinance requires a variety of BMPs to manage stormwater and urban runoff and reduce runoff pollution. It provides stormwater and rainwater LID strategies for development projects that require building permits in order to maintain or restore the natural hydrologic character of a development site, reduce off-site runoff, improve water quality, and provide groundwater recharge. The ordinance does not apply to development that creates, adds, or replaces less than 500 square feet of impervious area; development that involves emergency construction activity; infrastructure projects within the public right-of-way; development that involves only activity related to gas, water, cable, or electricity services on private property; development involving only restriping of permitted parking lots; and projects involving only exterior movie or television production sets, or facades on an existing developed site.

City of Los Angeles General Plan Framework Element. The General Plan Framework Element is also discussed above under "Regulatory Framework" in the Water Supply subsection. Relevant objectives and policies of the Framework Element related to stormwater drainage facilities are listed in **Table 4.17-5, Relevant General Plan Water Supply Goals, Objectives, and Policies.**

4.17.2.5 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to stormwater if they would:

- Require or result in the relocation or construction of new or expanded wastewater treatment facilities, the construction or relocation of which could cause significant environmental effects.
- Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Require or result in the relocation or construction of new or expanded stormwater drainage facilities, the construction or relocation of which could cause significant environmental effects.

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79 Los Angeles Department of Sanitation. *City of Los Angeles Stormwater Program, Proposition O*, available online at: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-wp-po?_adf.ctrl-state=122fuvsvjl_236&_afrLoop=2797058388192145#!, accessed December 9, 2022.

4.17.2.6 Methodology

For purposes of **Thresholds 4.17-3, 4.17-4** and **4.17-5** analysis, the Proposed Plans would have a significant impact if they resulted in the relocation or construction of wastewater or stormwater facilities and that relocation or construction caused a significant environmental effect, such as the demolition of a historical resource or destruction of a unique archaeological resource. Under these thresholds, not having adequate facilities to serve the project is not in and of itself a significant impact. Rather the question is whether construction of needed facilities results in environmental impacts. Therefore, analysis involves a two-part inquiry: first, whether reasonably anticipated development under the Proposed Plans can be served by existing facilities or if it is reasonably anticipated to cause the need for new or relocated wastewater or stormwater facilities; and second, if it will need new or relocated wastewater or stormwater facilities, whether it is reasonably anticipated that construction or relocation of such facilities will result in a significant environmental impact. Wastewater facilities are considered in two categories: sewer treatment plants facilities and conveyance facilities. For purposes of **Threshold 4.17-4**, the Proposed Plans would have a significant impact if the City did not have adequate wastewater treatment capacity to serve the reasonably anticipated development under the Proposed Plans.

The impact analysis for wastewater treatment and conveyance is based on the analysis of the existing systems within the Harbor LA CPAs and the analysis of anticipated effects under the Proposed Plans. This analysis utilizes the City's LASAN sewer generation rates. By applying the LASAN sewer generation factors to dwelling units/building areas by land use type, existing wastewater generation as well as wastewater generated for reasonably anticipated development under the Proposed Plans has been estimated. This increase in wastewater generation is compared to the existing remaining capacity at wastewater treatment facilities that serve the Harbor LA CPAs to determine if the availability of these utilities would be able to accommodate the Proposed Plans' net demands. The analysis also evaluates the adequacy of the treatment plants serving the Harbor LA CPAs and whether existing sewer lines can accommodate the anticipated development under the Proposed Plans. This analysis does not rely upon, or use, population data but rather uses reasonably anticipated development by 2040. Wastewater rates that were used to calculate the Project's wastewater generation is provided in **Table 4.17-14, 2020 UWMP Daily Wastewater Generation Rates**.

Table 4.17-14
2020 UWMP Daily Wastewater Generation Rates

Land Use Type	Base Year[2] (2014) Water Demand (gpd/unit)	Future (2040)[2] Water Demand (gpd/unit)	Wastewater Percentage of Total Water Demand	2019 Wastewater Rate (gpd/unit)[3]	2040 Wastewater Rate (gpd/unit)[3]
Single-Family Residential	324	329	56%	181.4	184.2
Multi-Family Residential	191	189	80%	152.8	151.2
Commercial	75	69	56%	42.0	38.6
Industrial	133	121	9%	11.9	10.9
Public Facilities	75	69	56%	42.0	38.6

Notes:
[1] Wastewater is assumed to be 100 percent of indoor water use. See Exhibit 2E of the 2020 Urban Water Management Plan.
[2]. The 2019 Wastewater Rate utilizes the 2014 Base Year Water Demand because this is the most recent rate presented in the 2020 Urban Water Management Plan.
[3]. The Wastewater Rate is calculated by multiplying the Water Demand by the Wastewater Percentage.
Source: City of Los Angeles, 2021. 2020 Urban Water Management Plan.

4.17.2.7 Impacts

Threshold 4.17-3 **Would implementation of the Proposed Plans require or result in the relocation or construction of new or expanded wastewater treatment facilities the construction of which could cause significant environmental effects?**

Threshold 4.17-4 **Would implementation of the Proposed Plans result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

This impact would be less than significant.

Table 4.17-15, Future (2040) Estimated Wastewater Generation for the Harbor LA Community Plan Areas, summarizes projected wastewater generation in the Harbor LA CPAs in 2040 with implementation of the Proposed Plans. As indicated in the table, total wastewater generation in 2040 is estimated to be approximately 11,425,729 gpd (11.4 mgd). Reasonably anticipated development under the Proposed Plans through 2040 would generate an increase of approximately 4,907,845 (4.9 mgd) of wastewater over Existing Conditions, which is an increase of about 43 percent compared to the existing generation of approximately 6.5 mgd.

Table 4.17-15
Future (2040) Estimated Wastewater Generation for the Harbor LA Community Plan Areas

Land Use	Daily Wastewater Generation (gpd)
Single-Family	2,219,334
Multi-Family	4,388,254
Commercial[1]	2,512,377
Industrial[2]	2,188,047
Public Facilities[3]	117,717
Total	**11,425,729**
Existing Wastewater Generation	**6,517,884**
Net Increase Under Proposed Plans	**4,907,845**

Notes:
[1] Commercial land use employment numbers include employees from the Proposed Plan's Residential – Commercial mixed-use designation.
[2] Industrial land use employment numbers include employees from the Proposed Plan's Hybrid Industrial designation.
[3] Public Facilities land use employment numbers include employees from Open Space designation.
[4] Note: gpd = gallons per day

Source: Impact Sciences 2023. LADWP's 2020 Urban Water Management Plan (UWMP), Exhibit 2F. Available at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed December 9, 2022.

The HTP is operating at 175 mgd below capacity on an average dry weather day.[80] The TIWRP has a remaining treatment capacity of 15 mgd.[81] The projected net increase of 2.5 mgd generated by growth under the Proposed Plans represents about 1.4 percent of the HTP's available capacity and 1.6 percent of the TIWRP's available capacity. Therefore, the HTP and TIWRP have sufficient available treatment capacity to serve reasonably anticipated development in the Harbor LA CPAs. The HTP and TIWRP would be able to adequately treat project-generated sewage in addition to currently generated sewage, and the treatment requirements of the RWQCB would not be exceeded.

80 City of Los Angeles. "Hyperion Water Treatment Plant." Available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp;jsessionid=LgMRWBj8qlPQNJGUQJ0rQrawdJ3xfNSjy03ZR3aFy8fBnrpre7bu!-804415133!-277050723?_adf.ctrl-state=zgxkyk2vp_1&_afrLoop=12823004478810779&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D12823004478810779%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dzgxkyk2vp_5, accessed December 9, 2022.

81 LASAN, Terminal Island Water Reclamation Plant, available online at: https://www.lacitysan.org/san/sandocview?docname=cnt067744, accessed December 9, 2022.

Although the existing treatment plant would have ample capacity to accommodate increases that could occur under the Proposed Plans, the City is proactively undertaking capital improvement projects to not only maintain the existing infrastructure but also enhance and expand capacity at the treatment plants. Such projects would include rehabilitating old sewer mains and maintenance holes and replacing aging equipment and structures at treatment and pumping plants. The City maintains the Wastewater Capital Improvement Program that contains the capital projects and estimated costs for the renewal of the City's infrastructure at 10-year intervals. The Wastewater Capital Improvement Program was developed and evaluated according to projections and preferences contained in the IRP, which anticipated that average daily wastewater flows in 2020 would increase to 531.4 mgd.

To meet anticipated increased wastewater flows, the IRP evaluates five alternatives, and identifies a preferred alternative that addresses the need for increased treatment capacity from the system but does not identify the need to build new treatment plants to meet the anticipated increase in wastewater generation. Instead, the chosen alternative favors adding capacity to existing facilities.[82] Multiple projects identified in the Wastewater Capital Improvement Program are upgrades for the HTP. With completion of these projects, the City will ensure that the HTP complies with RWQCB permit requirements and will refurbish various plant facilities to meet future operating requirements.

Therefore, it is not foreseeable that LASAN would not have adequate capacity to serve the wastewater demands of the reasonably anticipated development from Proposed Plans or that implementation of the Proposed Plans would require construction of a new or expanded wastewater treatment plant.

As discussed above under **Section 4.17.3.2, Regulatory Framework**, reasonably anticipated development under the Proposed Plans would occur in compliance with the requirements of LAMC 64.11, 64.12 and 64.17, which establishes City standards related to wastewater discharge, peak flow, and sewer capacity. Sewer pipeline upgrades would be necessary as development occurs in the Harbor LA CPAs. Such upgrades would likely occur within existing utility easements and would not result in new areas of disturbance. Routine infrastructure projects involving replacing or upgrading wastewater conveyance facilities generally would be statutorily or categorically exempt and if not would involve the preparation of a ND or MND (e.g., PRC Section 21080.21; *CEQA Guidelines* Section 15302). The environmental impacts of the construction and operation of these new or upgraded facilities would be localized in nature and consistent with the impacts that have been evaluated throughout this EIR. To the extent that any significant

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82 Los Angeles Department of Public Works, Bureau of Sanitation, C*ity of Los Angeles Integrated Resources Plan*, available online at: https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdew/~edisp/cnt010386.pdf, accessed December 2006.

impacts could result from the unique characteristics of a specific site, those impacts would be speculative at this time.

As noted above, the City is proactively undertaking capital improvement projects to not only maintain the existing infrastructure but also enhance and expand the capacity of treatment plants. Such projects would include rehabilitating old sewer mains and maintenance holes and replacing aging equipment and structures at treatment and pumping plants. As discussed in **Section 4.17.3.1, Existing Environmental Setting**, LASAN maintains the Wastewater Capital Improvement Program (WCIP), which contains the capital projects and estimated costs for the renewal of the City's infrastructure at 10-year intervals.

The LASAN Wastewater Engineering Services Division is responsible for determining sewer capacity availability for new sewer connections for residential, commercial, and industrial developments. Thus, all development activities that require sewer connection permits are evaluated under the purview of existing capacity of sewer lines in the development site's vicinity at the time of development. By doing so, each new development must adhere to the most current Sewer Design Manual specifications as well as appropriate Standard Plan requirements. The Sewer Design Manual and Standard Plan are continuously updated to incorporate the most recent industry practices and materials ensuring appropriate measures are taken to accommodate any potential project. The City also has immediate response and reporting procedures in place to attend to any unexpected sewer overflows. The procedures are maintained in the Wastewater Collection Systems Division's up-to-date Sanitary Sewer Overflow Response and Reporting Procedures. Moreover, the City proactively monitors the sewer system to preemptively identify and resolve deficiencies before they become problematic. System deficiencies in need of rehabilitation are then included in the WCIP, which are attended to according to their associated priority ranking. The City would require that localized system deficiencies are adequately addressed by the responsible project. Any future upgrades would be designed in accordance with applicable provisions of the LAMC and to the satisfaction of the City Engineer.

Upgrades to sewer lines may cause temporary localized disturbance of roads, which may require re-routing of traffic and localized temporary increases in congestion, as well as temporary increases in air pollutant emissions and noise. However, such impacts would be within what is described in this EIR, and upgrades would not result in long-term effects. Therefore, impacts related to construction of wastewater conveyance system upgrades would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.17-5 **Would implementation of the Proposed Plans require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

This impact would be less than significant.

As discussed in **Section 4.9, Hydrology and Water Quality**, of this EIR, implementation of the Proposed Plans would not result in a substantial increase in impervious surfaces. Accordingly, reasonably anticipated development under the Proposed Plans would not cause a substantial increase in the peak flow rates or volumes that would exceed the drainage capacity of existing stormwater facilities. Compliance with the City's Low Impact Development (LID) Ordinance would further ensure that any future development resulting from the Proposed Plans would not require construction of new stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. In the long-term, redevelopment of properties in the Harbor LA CPAs would improve surface water quality by replacing older developments with new development that incorporates LID methods.

The LASAN Watershed Protection Division is responsible for ensuring the implementation of Municipal Stormwater Permit requirements and the Wastewater Engineering Service Division is responsible for determining sewer capacity availability for new sewer connections for residential, commercial, and industrial developments. While most of the area in the Harbor LA CPAs is currently paved and served by the existing drainage system, implementation of the Proposed Plans could require the construction of new or upgraded stormwater drainage facilities. The construction of new stormwater drainage facilities at some point during the 20 plus year plan horizon is reasonably expected. However, at the present time, the location of such facilities is speculative. Depending on the location of new wastewater facilities, if they are determined to be needed, construction and operational impacts could occur; however, such impacts are not foreseeable at this time. Typical infrastructure projects involving replacing or upgrading stormwater

drainage lines generally include the preparation of an ND or MND and, in some cases, may possibly qualify for a Categorical Exemption. Generally, construction-related impacts from such projects, including air quality, noise, and traffic impacts would be temporary in nature and less than significant. The environmental impacts of the construction and operation of new facilities are consistent with the impacts that have been evaluated throughout this EIR.

Therefore, impacts related to water drainage facilities would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.17.2.8 Cumulative Impacts

The geographic area to analyze cumulatively considerable impacts to wastewater and/or storm drains includes the entire City of Los Angeles and immediately adjacent areas served by common infrastructure. Cumulative development throughout Los Angeles would add both dwelling units and non-residential development to the City. Citywide development through 2040 would add approximately 659,000 new residents, 293,000 new households, and 345,000 new employees.[83] Cumulative impacts from this development are discussed below by impact area.

Wastewater

Growth anticipated by the Proposed Plans and citywide cumulative growth would generate an increase in wastewater. Total water demand projected by the City's 2020 UWMP accounts for population growth within its jurisdictional boundaries, which is based on SCAG's demographic data and growth projections based on SCAG's RTP. The Proposed Plans would allow for an additional 37,917 persons, 10,927 housing units, and 37,799 jobs to the Harbor LA CPAs compared to existing conditions. The Proposed Plans would accommodate a development capacity consistent with long-range SCAG growth projections.

83 Southern California Association of Governments, *2020 Regional Transportation Plan/Sustainable Communities Strategy*. 2020.

The City of Los Angeles is served by four water reclamation plants, which include the HTP, the TIWRP, the DCTWRP, and the LAGWRP. Combined these reclamation plants have capacity to treat 580 mgd (649,600 afy) of wastewater citywide.[84]

According to the 2020 UWMP, average dry-weather wastewater influent projections for the City's wastewater treatment plants are expected to increase by approximately 15 percent over the next 25 years. Wastewater treatment projections of average dry-weather flows through 2040 for all four wastewater treatment plants total approximately 376 mgd (420,900 afy). Wastewater treatment projections of average dry-weather flows through 2040 for the HTP are projected to be 302 mgd (338,100 afy), an increase of 42 mgd relative to baseline average dry-weather flows of 260 mgd.[85] Growth anticipated by the Proposed Plans would increase wastewater generation by approximately 2.4 mgd, which comprises approximately 0.4 percent of citywide treatment capacity (580 mgd) and 0.8 percent of projected wastewater treatment for the HTP (302 mgd). Citywide growth would further increase wastewater generation, but such increases would not approach the limits of overall treatment capacity. Therefore, the cumulative increase in wastewater generation would not exceed the capacity of the City's wastewater treatment plant. Additionally, the City's 2006 Integrated Resources Plan incorporates a Wastewater Facilities Plan to meet future wastewater needs through the expansion of overall treatment capacity, maximizing the potential to reuse recycled water and implementation of new water conservation and technology programs.[86]

Growth anticipated by the Proposed Plans and citywide cumulative growth would contribute to an anticipated citywide increase in wastewater flow and place added demands on the wastewater conveyance system as future development takes place with the implementation of the Proposed Plans. Development under the Proposed Plans could require the construction of new or upgraded wastewater facilities. Such upgrades would likely occur within existing utility easements and would not result in new areas of disturbance. Construction of new or expanded conveyance facilities may be needed as a result of reasonably foreseeable development and as discussed above, the City's WCIP identifies a number of sewer line projects in the Harbor LA CPAs. Any future upgrades would be designed in accordance with applicable provisions of the LAMC and to the satisfaction of the City Engineer.

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84 Los Angeles Department of Water and Power, *Urban Water Management Plan*, 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed May 15, 2022.

85 Los Angeles Department of Water and Power, *Urban Water Management Plan*, 2020, available online at: https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/nzyy/~edisp/opladwpccb762836.pdf, accessed May 15, 2022.

86 City of Los Angeles Department of Public Works, Bureau of Sanitation, *City of Los Angeles Integrated Resources Plan*, December 2006.

Routine infrastructure projects involving replacement or upgrade of sewer lines generally are statutorily or categorically exempt or require a ND or MND. The City's environmental analysis for sewer line replacements typically indicates less than significant construction-related impacts, including air quality, noise, and transportation impacts. The environmental impacts of the construction and operation of sewer lines would be consistent with the impacts evaluated throughout this EIR. To the extent that any significant impacts could result from the unique characteristics of a specific project or site, those impacts are too speculative to analyze at this time. As necessary, based on project and site characteristics, any such upgrades would be subject to subsequent environmental review, wherein potential impacts, if any, would be addressed accordingly. Regardless, impacts associated with construction of new facilities would be limited to the area in which the specific construction activity is occurring and would not contribute to any cumulative or citywide environmental impacts.

Based on the above information, the incremental effects of the Proposed Plans related to wastewater treatment and conveyance would not be cumulatively considerable and cumulative impacts would be ***less than significant.***

Stormwater Drainage

Continued compliance with the City's Low Impact Development (LID) Ordinance for all new development would ensure that any future development in Los Angeles would not increase demands on stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. As with the Harbor LA CPAs, long-term redevelopment of properties throughout the City would improve surface water quality by replacing older developments with new development that incorporates LID methods. Any impacts from construction would be localized and would not contribute to cumulative impacts. Therefore, cumulative impacts related to stormwater drainage facilities would be ***less than significant***.

4.17.3 SOLID WASTE

4.17.3.1 Existing Environmental Setting

Solid Waste Conveyance Infrastructure

The Los Angeles City Department of Public Works Bureau of Sanitation (LASAN) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City of Los Angeles, including the Harbor LA CPAs. The LASAN collects an average of 6,652 tons per day of refuse, recyclables, yard trimmings, horse manure, and bulky items from more than 750,000 homes.

Commercial and industrial areas of the City which may contain multi-family housing contract with private waste haulers to collect, dispose, and recycle solid waste.

Table 4.17-16, Solid Waste Facilities Serving the City of Los Angeles lists the location, permitted capacity, remaining capacity, permitted daily intake capacity, and the average daily volume of solid waste disposed of at the landfills serving the City of Los Angeles at each landfill. "Commerce Refuse to Energy and the Southeast Resource Recovery" are alternate solid waste disposal methods that help extend the landfill capacity by converting solid waste to energy that is sold to local utility companies. While they do not encounter capacity maximum issues, they are restricted in regard to the daily amount and type of solid waste that they can accept and process. Another alternate solid waste disposal method includes recycling businesses, with the most notable location being the Azusa Reclamation facility.

Table 4.17-16
Solid Waste Facilities Serving the City of Los Angeles

Facility Name	Location	Permitted Capacity (cubic yards)	Remaining Capacity (tons)	Permitted Daily Intake Capacity (tons/day)	Average Daily Intake (tons)	2019 Disposal (tons/year)
Class III Landfills						
Antelope Valley	Palmdale	30,200,000	10,970,000	5,548	2,079	649,000
Calabasas	Agoura	69,300,000	4,320,000	3,500	870	271,000
Chiquita Canyon	Castaic	110,366,000	56,990,000	12,000	5,436	1,696,000
Lancaster	Lancaster	27,700,000	9,950,000	5,100	357	111,000
Sunshine Canyon	LA City	140,900,000	55,160,000	12,100	6,919	2,159,000
Scholl Canyon	Glendale	58,900,000	3,830,000	3,400	1,075	335,000
Southeast - Resource Recovery Facility	Long Beach	N/A	N/A	2,240	1,231	384,000
Total Class III Landfill		**227,500,000**	**141,220,000**	**43,888**	**17,967**	**5,605,000**

Source: County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan – 2019 Annual Report, Appendix E-2, Table 4. September 2020. Available online at: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF.

Approximately 69 percent of the City's solid waste in 2019 (latest year data available) was disposed of at the Chiquita Canyon and Sunshine Canyon Landfills (both the City and County portions). The Class III landfill facilities accepting waste from the City have a total permitted daily intake capacity of 43,888 tons per day and a remaining capacity of approximately 141 million tons.

Landfills located outside of Los Angeles County are available to accept the City's disposal of solid waste. **Table 4.17-17**, **Out-of-County Landfills Serving the City of Los Angeles**, lists the location, remaining

capacity, permitted daily intake capacity, remaining design years, and the average daily volume of solid waste disposed of at the landfills serving the City. As shown in **Table 4.17-17**, the available landfills listed have the remaining capacity to accept a total of 1,085,000,000 tons of solid waste.

Table 4.17-17
Out-of-County Landfills Serving the City of Los Angeles

Facility Name	Location	Permitted Capacity (cubic yards)	Remaining Capacity (tons)	Permitted Daily Intake Capacity (tons/day)	Average Daily Intake (tons)	Distance from Los Angeles (miles)
Available Landfill						
Mesquite Regional Landfill	Imperial County	1,100,000,000	660,000,000	20,000	N/A	210
H.M. Holloway Landfill, Incorporated	Kern County	N/A	3,000,000	2,000	1,412	156
Frank R. Bowerman Sanitary Landfill	Orange County	266,000,000	102,000,000	11,500	7,832	45
Olinda Alpha Sanitary Landfill	Orange County	148,800,000	14,000,000	8,000	7,089	30
Prima Deshecha Sanitary Landfill	Orange County	140,900,000	80,000,000	4,000	1,879	60
El Sobrante Landfill	Riverside County	172,100,000	142,000,000	3,400	10,960	60
Mid-Valley Sanitary Landfill	San Bernardino County	101,300,000	30,000,000	16,054	3,575	53
San Timoteo Sanitary Landfill	San Bernardino County	23,685,000	6,000,000	7,500	880	67
Simi Valley Landfill & Recycling Center	Ventura County	119,600,000	48,000,000	9,250	4,663	50
	Total Landfill	**2,072,385,000**	**1,085,000,000**	**81,704**	**38,290**	**N/A**

Note: The Mesquite Regional Landfill is permitted to accept waste but is not yet active.
Source: County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan – 2019 Annual Report, Appendix E-2, Table 4. September 2020. Available online at: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF.

Harbor LA CPAs Existing Solid Waste Generation

As shown in **Table 4.17-18**, **Existing Solid Waste Generation in the Harbor LA Community Plan Areas** existing development in the Harbor LA CPAs currently generates an estimated 48,718.02 tons per year, or approximately 133.5 tons per day. The current solid waste generation calculation for the Harbor LA CPAs does not take into account diversion of solid waste from landfills. Based on the current diversion rate of 76

percent, solid waste generated in the Harbor LA CPAs that is actually sent to area landfills totals approximately 48.3 tons per day.[87]

Table 4.17-18
Existing Solid Waste Generation in the Harbor LA Community Plan Areas

Land Use	Total Daily Solid Waste Generated (tons/year)[1]
Residential	
Single-Family	13,097.79
Multi-Family	18,500.91
Residential Subtotal	***31,598.70***
Non-residential	
Commercial	3,384.15
Industrial	13,369.68
Public Facilities	365.49
Non-Residential Subtotal	***17,119.32***
Existing Total	**48,718.02**

Note: 1. All calculations are rounded up to the nearest 0.01 decimal.
Source: Impact Sciences, Inc., 2023. CalEEMod 2022.1.1.12

4.17.3.2 Regulatory Framework

There are several plans, regulations, and programs that include policies, requirements, and guidelines regarding Utilities-Solid Waste at the federal, state, regional, and local levels. As described below, these plans, guidelines, and laws include the following:

- Title 40 Code of Federal Regulations, Part 258 Subtitle D of the Resource Conservation and Recovery Act (RCRA)
- California Integrated Waste Management Act of 1989 (Assembly Bill 939)
- Assembly Bill 341
- Senate Bill 1016

87 LASanitation, "Recycling," available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrstate=sc2bv57ho_78&_afrLoop=302690459702255&_afrWindowMode=0&_afrWindowId=ival6l59y#!%40%40%3F_afrWindowId%3Dival6l59y%26_afrLoop%3D302690459702255%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dsc2bv57ho_82, accessed December 9, 2022.

- Assembly Bill 1327
- Senate Bill 1374
- Assembly Bill 1826
- Zero Waste California
- California Green Building Standards
- The Los Angeles County Integrated Waste Management Plan
- City of Los Angeles General Plan Framework Element
- City of Los Angeles Solid Waste Integrated Resources Plan
- RENEW LA Plan
- Citywide Construction and Demolition Debris Recycling Ordinance
- City-Wide Exclusive Franchise System for Municipal Solid Waste Collection and Handling and Upcoming Zero Waste-LA Franchise System
- City of Los Angeles Space Allocation Ordinance
- City of Los Angeles Green Building Ordinance

Federal

Title 40 Code of Federal Regulations, Part 258 Subtitle D of the Resource Conservation and Recovery Act (RCRA). Title 40 Code of Federal Regulations, Part 258 Subtitle D of the Resource Conservation and Recovery Act (RCRA) establishes minimum location standards for siting municipal solid waste landfills. Because California laws and regulations governing the approval of solid waste landfills meet the requirements of Subtitle D, the U.S. EPA delegated the enforcement responsibility to the State of California.

State

California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939). The California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939), as amended, was enacted to reduce, recycle, and reuse solid waste generated in the state. AB 939 requires city and county jurisdictions to divert 50 percent of the total waste stream from landfill disposal. AB 939 also requires each city and county to promote source reduction, recycling, and safe disposal or transformation. AB 939 further requires each city and county to conduct a Solid Waste Generation Study and to prepare a Source Reduction and Recycling Element to describe how it would reach these goals. The Source Reduction and Recycling Element contains programs

and policies for fulfillment of the goals of AB 939, including the above-noted diversion goals, and must be updated annually to account for changing market and infrastructure conditions. As projects and programs are implemented, the characteristics of the waste stream, the capacities of the current solid waste disposal facilities, and the operational status of those facilities are upgraded, as appropriate. California cities and counties are required to submit annual reports to CalRecycle to update their progress toward the AB 939 goals.

Assembly Bill 341. AB 341, signed on February 10, 2011, directed that no less than 75 percent of solid waste generated in California be source reduced,[88] recycled, or composted by 2020, and required CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal by January 1, 2014. AB 341 also mandated local jurisdictions to implement commercial recycling by July 1, 2012.

Senate Bill 1016. Senate Bill (SB) 1016 requires expressing the 50 percent solid waste diversion requirement established by AB 939 in pounds per person per day. SB 1016 changed the CalRecycle review process for each municipality's integrated waste management plan. After an initial determination of diversion requirements in 2006 and establishing diversion rates for subsequent calendar years, the Board reviews a jurisdiction's diversion rate compliance in accordance with a specified schedule. Beginning January 1, 2018, the Board will be required to review a jurisdiction's source reduction and recycling element and hazardous waste element once every two years.

Assembly Bill 1327. The California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327) is codified in Public Resources Code Sections 42900-42911. As amended, AB 1327 requires each local jurisdiction to adopt an ordinance requiring commercial, industrial, or institutional building, marina, or residential buildings having five or more living units to provide an adequate storage area for the collection and removal of recyclable materials. The size of these storage areas is to be determined by the appropriate jurisdiction's ordinance. Pursuant to AB 1327, the City of Los Angeles adopted the Space Allocation Ordinance (Ordinance No. 171,687), discussed below.

Senate Bill 1374. Signed in 2002, the Construction and Demolition Waste Materials Diversion Requirements (Senate Bill [SB] 1374) were codified in Public Resources Code Section 42919. SB 1374 requires that jurisdictions include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste. The legislation also required that CalRecycle adopt a model ordinance

88 Source reduction refers to activities designed to reduce the volume, mass, or toxicity of products throughout their life cycle. It includes the design and manufacture, use, and disposal of products with minimum toxic content, minimum volume of material, and/or a longer useful life.

for diverting 50 to 75 percent of all construction and demolition waste from landfills. The model ordinance was adopted by CalRecycle on March 16, 2004.

Assembly Bill 1826. AB 1826 requires jurisdictions to implement an organic waste recycling program for businesses, including outreach, education, and monitoring of affected businesses. Additionally, each jurisdiction is to identify a multitude of information, including barriers to siting organic waste recycling facilities, as well as closed or abandoned sites that might be available for new organic waste recycling facilities. AB 1826 defines "organic waste" as food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. It also defines a "business" as a commercial or public entity, including, but not limited to, a firm, partnership, proprietorship, joint stock company, corporation, or association that is organized as a for-profit or nonprofit entity, or a multifamily residential dwelling consisting of five or more units. As of January 1, 2017, businesses that generate four cubic yards or more of organic waste per week are subject to this requirement. Commencing January 1, 2019, businesses that generate four cubic yards or more of commercial solid waste per week also are required to arrange for organic waste recycling services. CalRecycle may reduce this triggering threshold for organics recycling to two cubic yards or more of commercial solid waste per week as of January 1, 2020.

Zero Waste California. Zero Waste California is a state program launched by CalRecycle in 2002 to promote a new vision for the management of solid waste by maximizing existing recycling and reuse efforts, while ensuring that products are designed for the environment and have the potential to be repaired, reused, or recycled. The Zero Waste California program promotes the goals of market development, recycled product procurement, and research and development of new and sustainable technologies.

California Green Building Standards. The 2019 California Green Building Standards Code, referred to as the CALGreen Code, sets standards for new structures to minimize the state's carbon output. California requires that new buildings reduce water consumption, increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Each local jurisdiction retains the administrative authority to exceed the new CALGreen standards. The 2019 CALGreen Code went into effect January 1, 2020.

Senate Bill 1383. Signed in 2016, SB 1383 established methane emission reduction targets to reduce emissions of short-lived climate pollutants in various sectors of the state's economy. The bill also established targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. It also sets a goal to rescue at least 20 percent of currently disposed edible food by 2025 and redirect that food to people in need. As of January 1, 2022,

all California residences and businesses are now required to separate organic waste from other trash and non-organic recyclables and participate in an organics collection program.

Regional

The Los Angeles County Integrated Waste Management Plan. Pursuant to AB 939, each County is required to prepare and administer a CoIWMP, including preparation of an Annual Report. The CoIWMP is comprised of the various counties and cities' solid waste reduction planning documents, plus an Integrated Waste Management Summary Plan (Summary Plan) and a Countywide Siting Element (CSE). The Summary Plan describes the steps to be taken by local agencies, acting independently and in concert, to achieve the mandated state diversion rate by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County. The County's Department of Public Works is responsible for preparing and administering the Summary Plan and the CSE.

The County continually evaluates landfill disposal needs and capacity as part of the preparation of the CoIWMP Annual Report. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity. The most recent annual report, the CoIWMP 2019 Annual Report, published in September 2020, provides disposal analysis and facility capacities for 2019, as well as projections to the CoIWMP's horizon year of 2034.[89] As stated within the CoIWMP 2019 Annual Report, the County is not anticipating a solid waste disposal capacity shortfall within the next 15 years under current conditions. A variety of strategies, including mandatory commercial recycling, diversion of organic waste from landfills, and development of alternative technology facilities would ensure that the County would be able to accommodate the solid waste daily disposal demand under different scenarios through the horizon year of 2034.[90]

Local

City of Los Angeles General Plan Framework Element. The Framework Element was adopted in 1996 and recently amended in August 2001. The Framework Element is a general, long-term, programmatic document that has goals and policies that are implemented by the various individual elements of the

89 County of Los Angeles, Department of Public Works, *Countywide Integrated Waste Management Plan – 2019 Annual Report*, 2020, available online at: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed December 9, 2022.

90 County of Los Angeles, Department of Public Works, *Countywide Integrated Waste Management Plan – 2019 Annual Report*, 2020, available online at: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed December 9, 2022.

General Plan. The goals of the Framework Element that are related to the solid waste disposal and landfills are listed in **Table 4.17-19, Relevant General Plan Solid Waste Goals, Objectives, and Policies**.

Table 4.17-19
Relevant General Plan Solid Waste Goals, Objectives, and Policies

Goal/Objective/ Policy	Goal/Objective/Policy Descriptions
Framework Element- Chapter 9 Infrastructure and Public Services	
Goal 9D	An integrated solid waste management system that maximizes source reduction and materials recovery and minimizes the amount of waste requiring disposal.
Goal 9E	Adequate Recycling Facility Development - expanded siting of facilities that enhance the City's reduction, recycling and composting efforts using methods and strategies that are economically, socially, and politically acceptable.
Goal 9F	Adequate collection, transfer and disposal of mixed solid waste - the City shall seek to ensure that all mixed solid waste that cannot be reduced, recycled or composted is collected, transferred and disposed of in a manner that minimizes adverse environmental impacts.
Goal 9G	An environmentally sound solid waste management system that protects public health, safety, and natural resources and minimizes adverse environmental impacts.
Goal 9H	A cost-effective solid waste management system that emphasizes source reduction, recycling, reuse, and market development and is adequately financed to meet operational and maintenance needs.

Source: City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, re-adopted 2001.

City of Los Angeles Solid Waste Integrated Resources Plan. LASAN developed the Solid Waste Integrated Resources Plan (SWIRP) also known as the "Zero Waste Plan," a 20-year master plan to reduce solid waste, increase recycling, and manage trash in the City through the year 2030.[91] This plan encompasses on-going solutions and programs (i.e., blue and green bin recycling, multi-family recycling, restaurant food scrap diversion, alternative technologies, hazardous waste recycling, Los Angeles Unified School District recycling program, etc.) as well as new programs to be implemented during the planning horizon. In addition, the SWIRP is the result of a mayoral directive that is in line with the City Council's RENEW LA plan, as discussed further below. In May 2008, the stakeholders of the Zero Waste Plan adopted the Solid Waste Integrated Resources Plan guiding principles to help the City achieve its zero waste goals by 2030.[92] The Solid Waste Integrated Resources Plan is intended to provide a long-term outline of the

91 LASanitation, *Solid Waste Integrated Resources Plan*, available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwswirp?_afrLoop=2801642358575373&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=122fuvsvjl_1398#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D2801642358575373%26_afrWindowMode%3D0%26_adf.ctrl-state%3D122fuvsvjl_1402, accessed December 9, 2022.

92 LASanitation, *Fact Sheet: The City's Solid Waste Policies and Programs*, available online at: https://planning.lacity.org/eir/8150Sunset/References/4.K.3.%20Solid%20Waste/SW.03_SWIRP%20Policy%20and%20Programs%20Fact%20Sheet_3.20.09.pdf, accessed December 9, 2022.

policies, programs, infrastructure, regulations, incentives, new green jobs,[93] technology, and financial strategies necessary to achieve 90-percent diversion of solid waste by 2025.[94] The term "zero waste" refers to maximizing recycling, minimizing waste, reducing consumption, and encouraging the use of products with recycled/reused materials. As noted by the City, "zero waste" is a goal and not a categorical imperative; the City is seeking to come as close to "zero waste" as possible. Based on the 2013 Zero Waste Progress Report and using the calculation methodology adopted by the State of California, the City achieved a landfill diversion rate of approximately 76 percent in 2012.[95]

RENEW LA Plan. RENEW LA was adopted by the City Council in March 2006 for the purpose of facilitating a shift from solid waste disposal to resource recovery.[96] This shift is predicted to result in "zero waste" and an overall diversion level of 90 percent by 2025.[97] The plan focuses on combining key elements of existing reduction and recycling programs and infrastructure with new systems and conversion technologies to achieve resource recovery (without combustion) in the form of traditional recyclables, soil amendments, and renewable fuels, chemicals, and energy. The RENEW LA Plan also calls for reductions in the quantity of residual materials disposed in landfills and their associated environmental impacts.

Citywide Construction and Demolition Debris Recycling Ordinance. Pursuant to the California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327), the City enacted the Space Allocation Ordinance (Ordinance No. 171,687) on August 13, 1997, which is incorporated in various sections of the LAMC. The Space Allocation Ordinance requires the provision of an adequate recycling area or room for collecting and loading recyclable materials in all new construction projects, all existing multi-family residential projects of four or more units where the addition of floor area is 25 percent or more, and all other existing development projects where the addition of floor area is 30 percent or more.

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93 "Green jobs" is the term for work force opportunities created by companies and organizations whose mission is to improve environmental quality.

94 LASanitation, *Solid Waste Integrated Resources Plan*, available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwswirp?_afrLoop=2801642358575373&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=122fuvsvjl_1398#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D2801642358575373%26_afrWindowMode%3D0%26_adf.ctrl-state%3D122fuvsvjl_1402, accessed December 9, 2022.

95 LASanitation, "Recycling," available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrstate=sc2bv57ho_78&_afrLoop=302690459702255&_afrWindowMode=0&_afrWindowId=ival6l59y#!%40%40%3F_afrWindowId%3Dival6l59y%26_afrLoop%3D302690459702255%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dsc2bv57ho_82, accessed December 9, 2022.

96 Los Angeles Municipal Code, *City Ordinance 184,665*, available online at: http://clkrep.lacity.org/onlinedocs/2016/16-1235-s1_ORD_184665_12-14-16.pdf, accessed December 9, 2022.

97 Los Angeles Municipal Code, *City Ordinance 184,665*, available online at: http://clkrep.lacity.org/onlinedocs/2016/16-1235-s1_ORD_184665_12-14-16.pdf, accessed December 9, 2022.

City-Wide Exclusive Franchise System for Municipal Solid Waste Collection and Handling and Upcoming Zero Waste-LA Franchise System. On March 5, 2010, the City Council approved Council File 09-3029 pertaining to a Citywide Construction and Demolition Debris Recycling Ordinance (Ordinance No. 181,519) that requires LASAN to ensure that all mixed construction and demolition waste generated within City limits be taken to a City certified construction and demolition waste processor. The policy became effective in January 2011. These facilities process received materials for reuse and have recycling rates that vary from 70 percent to 86 percent, thus exceeding the 70 percent reclamation standard. Additionally, compliance with the Ordinance and LAMC Section 66.32, which requires the haulers to meet the diversion goals, would ensure that 70 percent of solid waste generated by the City, including construction and demolition waste, would be recycled.

City of Los Angeles Space Allocation Ordinance. Pursuant to the California Solid Waste Reuse and the Recycling Access Act of 1991 (AB 1327), the City enacted the Space Allocation Ordinance (Ordinance No. 171,687) on August 13, 1997, which is incorporated in various sections of the LAMC. The Space Allocation Ordinance requires the provision of an adequate recycling area or room for collecting and loading recyclable materials in all new construction projects, all existing multi-family residential projects of four or more units where the addition of floor area is 25 percent or more, and all other existing development projects where the addition of floor area is 30 percent or more.

City of Los Angeles Green Building Ordinance. On December 17, 2013, the Los Angeles City Council approved Ordinance No. 182,849, which amended Chapter IX, Article 9 of the LAMC to reflect local administrative changes and incorporate by reference portions of the CALGreen Code. The amended Article 9 is referred to as the "Los Angeles Green Building Code." Projects must comply with the Los Angeles Green Building Code as amended to comply with various provisions of the CALGreen Code. The City's Green Building Code creates a set of development standards and guidelines to further energy efficiency and reduction of greenhouse gases, including provisions regarding construction waste reduction, disposal and recycling. It builds upon and sets higher standards than those incorporated in CALGreen and is implemented through the building permit process.

4.17.3.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to solid waste if they would:

- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

- Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.17.3.4 Methodology

The analysis of the Proposed Plans' impacts to solid waste focuses on whether the project would impair attainment of solid waste reduction goals by generating solid waste in excess of local standards or in excess of infrastructure capacities or would not comply with solid waste management and reduction regulations. Project-generated demands were calculated using existing level of development in the Harbor LA CPAs, reasonably anticipated development in 2040, and utility rates per development unit. The impact is the net change relative to existing conditions (i.e., 2040 with Proposed Plans conditions – existing conditions). Wastewater rates that were used to calculate the Project's wastewater generation is provided in **Table 4.17-20, Daily Solid Waste Generation Rates**.

Table 4.17-20
Solid Waste Generation Rates

Land Use Type	Annual Solid Waste Generation Rate[1]
Single-Family Residential	0. 27 tons/resident/year
Multi-Family Residential	0. 25 tons/ resident/year
Commercial	1.05 tons/1,000 sf/year
Industrial	1.24 tons/1,000 sf/year
Public Facilities	0.93 tons/1,000 sf/year

[1] *Solid waste generation rates are the same for 2019 and 2040 for all land use types.*
Source: Impact Sciences, Inc., 2023. CalEEMod 2022.1.1.12.

4.17.3.5 Impacts

Threshold 4.17-6 **Would implementation of the Proposed Plans generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

This impact would be less than significant.

As shown in **Table 4.17-21, Estimated (2040) Solid Waste Generation in the Community Plan Areas**, reasonably anticipated development under the Proposed Plans would increase the amount of solid waste

generated in the Harbor LA CPAs by approximately 37,479.37 tons per year, or 102.68 tons per day, above existing conditions. This would represent less than one percent of total permitted daily intake capacity and approximately one percent of the total average daily intake of the Class III Landfills. (see **Table 4.17-16**, **Solid Waste Facilities Serving the City of Los Angeles)** Additionally, the calculation for the Proposed Plans does not take into consideration current and planned City programs to divert solid waste from landfills. For example, compliance with LAMC Section 66.32 would ensure that at least 50 percent of the demolition and construction waste generated by development under the Proposed Plans would be diverted from landfills serving the City. In addition, the City will continue to implement waste reduction policies set forth by the RENEW LA Plan and the Framework Element.

Based on the County of Los Angeles Countywide Integrated Waste Management Plan (CIWMP) 2019 Annual Report, Los Angeles County would be able to meet the disposal needs of all County jurisdictions through the 15-year planning period for six of seven scenarios considered.[98] Although daily capacity at area landfills is currently available (as noted above), the CIWMP Annual Report concludes that reliance on existing permitted County landfill capacity alone is insufficient to meet the County's long-term disposal needs; however, under the "status quo" scenario (i.e., solid waste disposed will continue to be managed by existing permitted in-County disposal infrastructure and available out-of-County landfill capacity and diversion efforts by individual jurisdictions continue) and each of the other scenarios contemplated in the CIWMP Annual Report, no shortfall in capacity is expected. The "status quo" scenario is conservative insofar as it assumes no new waste reduction programs or disposal facilities and no increase in waste diversion. Based on these facts, sufficient permitted capacity is anticipated to be available to accommodate the solid waste disposal needs for the Harbor LA CPAs and impacts related to solid waste would be ***less than significant***.

98 County of Los Angeles Public Works, *Countywide Integrated Waste Management Plan – 2019 Annual Report*, 2020, available at: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed December 9, 2022.

Table 4.17-21
Estimated (2040) Solid Waste Generation in the Community Plan Areas[1]

Land Use	Solid Waste Generated (tons/year)
Residential	
Single-Family	13,946.99
Multi-Family	27,173.90
Residential Subtotal	***41,120.89***
Non-residential	
Commercial	21,326.55
Industrial[2]	21,065.12
Public Facilities	2,684.91
Non-Residential Subtotal	***45,076.58***
Future With Proposed Plans (2040) Total	**86,197.47**
Existing Solid Waste Generation	**48,718.02**
Net Increase Under Proposed Plans	**37,479.29**

Note:
[1]. All calculations are rounded up to the nearest 0.01 decimal.
[2]. Industrial land use square footage includes Proposed Plan's Hybrid Industrial designation.
Source: Impact Sciences, Inc., 2023. CalEEMod 2022.1.1.12

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Threshold 4.17-7 Would implementation of the Proposed Plans comply with federal, state, and local statutes and regulations related to solid waste?

This impact would be less than significant.

Future development in the Harbor LA CPAs would be required to comply with LAMC Section 66.32 regarding demolition activities. Compliance with LAMC Section 66.32 would ensure that at least 50 percent of the demolition and construction waste generated by future development would be diverted from landfills serving the City of Los Angeles. Additionally, implementation of the Proposed Plans would be

consistent with all waste reduction goals set forth by SWIRP, RENEW LA Plan, and the Framework Element, which are discussed in **Section 4.17.4.2, Regulatory Framework**. The Proposed Plans would not conflict with any solid waste policies and objectives in the SWIRP or Framework Element.

All solid waste-generating activities in the City of Los Angeles are subject to the requirements set forth in AB 939 and other local ordinances, such as LAMC Section 66.32. As discussed in **Section 4.17.3.1, Existing Environmental Setting**, the City already exceeds State goals with respect to reduction of solid waste generation and diversion of solid waste from landfills.[99,100] Therefore, because future development permitted under the Proposed Plans would comply with applicable solid waste policies and objectives, impacts related to compliance with federal, state, and local statutes and regulations related to solid waste would be ***less than significant***.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

4.17.3.6 Cumulative Impacts

Solid waste management is another citywide concern, with growing solid waste disposal needs and a finite limit to landfill capacity. The geographic area to analyze cumulatively considerable impacts to solid waste includes the entire City of Los Angeles. Cumulative development throughout Los Angeles would add both dwelling units and nonresidential development to the City. Cumulative impacts from this development are discussed below by impact area.

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99 LASanitation, "Recycling," available online at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrstate=sc2bv57ho_78&_afrLoop=302690459702255&_afrWindowMode=0&_afrWindowId=ival6l59y#!%40%40%3F_afrWindowId%3Dival6l59y%26_afrLoop%3D302690459702255%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dsc2bv57ho_82, accessed December 9, 2022.

100 County of Los Angeles Public Works, *Countywide Integrated Waste Management Plan – 2019 Annual Report*, 2020, Available online at: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed December 9, 2022.

Cumulative citywide development would increase solid waste disposal at local landfills. Landfill solid waste disposal for the City of Los Angeles totaled 4,282,012 annual tons in 2019 (11,732 daily tons).[101] It would take an almost three-fold increase of 32,156 daily tons to exceed the available intake capacity of 43,888 tons per day for the landfills serving the City of Los Angeles (which includes continued export of some waste to out-of-County landfills, but no new waste diversion programs or facility expansions). As noted under **Threshold 4.17-6**, the County's CIWMP 2019 Annual Report concludes that reliance on Los Angeles County landfills alone would not provide adequate capacity through 2034. However, the out-of-County landfills listed in **Table 4.17-17**, combined would provide adequate solid waste disposal capacity to meet the projected demand for solid waste and the Project's calculated net increase in solid waste disposal through 2040. Consequently, waste disposal capacity is adequate to meet cumulative solid waste disposal projections.

As discussed under **Threshold 4.17-6** and above, solid waste generated citywide and in the Harbor LA CPAs would not exceed the available daily capacity of landfills serving the City and the County's CIWMP 2019 Annual Report forecasts adequate capacity through at least 2034 under the status quo scenario.

Based on the above information, the incremental effect of the Proposed Plans related to solid waste disposal facilities would not be cumulatively considerable and cumulative impacts would be ***less than significant.***

4.17.4 ELECTRICITY, NATURAL GAS, AND TELECOMMUNICATIONS

4.17.4.1 Existing Environmental Setting

Electricity

The California Energy Commission (CEC) maintains a statewide database of annual electricity generation and consumption. In 2021, California produced approximately 70 percent of the electricity it used. The remainder was imported from outside the state. In 2021, total electrical generation was 277,764 gigawatt-hours (GWh) with approximately 194,127 GWh produced in-state with the remaining 83,636 GWh being imported from out-of-state sources.[102] Renewable sources accounted for approximately 34.8 percent of

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101 County of Los Angeles Public Works, *Countywide Integrated Waste Management Plan – 2019 Annual Report,* 2020, available online at: https://dpw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed December 9, 2022.

102 California Energy Commission, "2021 Total System Electric Generation," available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation, accessed August 18, 2022.

2021 in-state generation.[103] Statewide electricity consumption in 2020 (the most recent year with available data) was estimated by the CEC to be 279,510 GWh, with Los Angeles County responsible for consuming approximately 65,650 GWh (23 percent).[104]

In fiscal year 2019-2020, Los Angeles Department of Water and Power (LADWP) supplied more than 21,130 Gwh of electricity a year to over 1.5 million residential and business customers within the City of Los Angeles as well as 5,000 customers in Owens Valley.[105] The LADWP has a capacity of over 8,009 Megawatts (MW) with a record peak instantaneous demand of 6,502 MW in 2017.[106] LADWP's Power Infrastructure includes 34 Generation Plants, 7,148 miles of overhead distribution lines, 3,709 miles of underground distribution cables and 177 distribution stations.[107] By the end of 2019, LADWP had reduced GHG emissions from electricity generation to 7.9 million metric tons (MMT)—approximately 56 percent below the 1990 emissions baseline of 17.9 MMT.[108]

In 2019, approximately 34 percent of power generation came from renewable sources, including wind, geothermal, solar, eligible hydroelectric, and biomass and biowaste sources. Specifically, solar energy provides most renewable energy accounting for 35 percent of renewable energy (see **Section 4.5, Energy**). Electricity from coal-fired power sources represents approximately 21 percent of LADWP's power supply. The Intermountain Generating Station (IGS), located in Utah, supplies the LADWP coal-generated

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103 California Energy Commission, "2021 Total System Electric Generation," available online at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation, accessed August 18, 2022.

104 California Energy Commission, "Electricity Consumption by County," available online at: http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed August 18, 2022.

105 City of Los Angeles Department of Water and Power, *Briefing Book 2020-2021*, 2021, available at: https://ladwp-jtti.s3.us-west-2.amazonaws.com/wp-content/uploads/sites/3/2021/08/11142059/2020-21_Briefing_Book_Digital_single_page_view_08112021.pdf, accessed August 18, 2022.

106 City of Los Angeles Department of Water and Power, "Facts and Figures," available online at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=bsuffzji2_17&_afrLoop=112267240922911&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D112267240922911%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dmeaccdpxp_17, accessed August 18, 2022.

107 City of Los Angeles Department of Water and Power, "Facts and Figures," available online at: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=bsuffzji2_17&_afrLoop=112267240922911&_afrWindowMode=0&_afrWindowId=null#%40%3F_afrWindowId%3Dnull%26_afrLoop%3D112267240922911%26_afrWindowMode%3D0%26_adf.ctrl-state%3Dmeaccdpxp_17, accessed August 18, 2022.

108 City of Los Angeles Department of Water and Power, *Briefing Book 2020-2021*, 2021, available online at: https://ladwp-jtti.s3.us-west-2.amazonaws.com/wp-content/uploads/sites/3/2021/08/11142059/2020-21_Briefing_Book_Digital_single_page_view_08112021.pdf, accessed July 19, 2023.

electricity. However, the IGS will be transitioning to using green hydrogen as a fuel source. [109] Thus, the LADWP will continue to transition to more renewable sources to reduce the LADWP's CO_2 emissions.

Electricity from natural gas-fueled power sources represents approximately 24 percent of LADWP's power supply. The natural gas fired stations, owned by the LADWP and located throughout the Los Angeles Basin, include the Harbor, Haynes, Scattergood, and Valley generating stations. Electricity from nuclear-fueled power sources represent approximately 14 percent of LADWP's power supply. The Palo Verde Nuclear Generation Station, located in Arizona, supplies the LADWP with nuclear-generated electricity. Electricity from large hydroelectric power sources represents a total of approximately four percent of the LADWP's power supply. The Castaic Pumped Storage Power Plant and the Hoover Power Plant supply LADWP with hydroelectric-generated electricity and are located in California and Arizona, respectively.[110]

Natural Gas

California Gas Company (SoCalGas), a unit of Sempra Energy, serves approximately 21.8 million customers through 5.9 million meters of gas lines within a 24,000-square-mile service area that includes over 500 communities in Central and Southern California.[111] In 2020, a total of approximately 5,231 million therms of natural gas were consumed by SoCal Gas' customers. Of this total, residential, industrial, commercial and miscellaneous other customers consumed 2,426 million, 1,616 million, 889 million, and 301 million therms of natural gas, respectively.[112,113] California natural gas demand is anticipated to decline at an annual rate of 1.5 percent between 2022 to 2035.[114] More specifically, from 2021 to 2035, SoCal Gas residential demand is expected to decline from 224 billion cubic feet (Bcf) to 170 Bcf, reflecting an annual decline rate of 1.9 percent.[115]

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109 *Ibid.*

110 *Ibid.*

111 Southern California Gas Company (SoCalGas), "About SoCalGas," available online at: https://www.socalgas.com/about-us/company-profile, accessed August 18, 2022.

112 California Energy Commission, "Gas Consumption by Entity," available online at: http://ecdms.energy.ca.gov/gasbyutil.aspx, accessed August 18, 2022.

113 One therm is equal to 96.7 cubic feet of natural gas.

114 California Gas and Electric Utilities, *2022 California Gas Report,* 2022, available online at: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed August 18, 2022.

115 California Gas and Electric Utilities, *2022 California Gas Report.* 2022, available online at: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed August 18, 2022

Underground storage of natural gas plays a vital role in balancing the region's energy supply and demand. SoCal Gas owns and operates four underground storage facilities located in Aliso Canyon, Honor Rancho, Goleta, and Playa Del Rey. These facilities have a combined theoretical storage capacity of over 130 Bcf.[116] However, the combined working inventory for SoCalGas is reduced due to current working inventory regulatory restrictions imposed at Aliso Canyon. In July 2019, to improve short-term reliability and price stability in the southern California region, the CPUC deemed that Aliso Canyon be made available for withdrawals if certain conditions are met, such as an imminent and identifiable risk of gas curtailments created by an emergency condition that would impact public health and safety or result in curtailments of electric load that could be mitigated by withdrawals from Aliso Canyon.[117]

Telecommunications

Telecommunication services in the City of Los Angeles are provided by various companies, such as but not limited to, AT&T, Verizon, and T-Mobile (Sprint Corporation). Telecommunication companies are regulated by California Public Utilities Commission (CPUC). A wide array of products and telecommunication services for residential and commercial uses are offered by various companies, including internet services, wireless services, television technology using digital fiber optic technology, and satellite technology. A variety of telecommunication facilities exist along roadways and other areas around the City.

Range and service for an individual tower can vary; therefore, the some towers likely serve cities outside of Los Angeles County. All cellular towers and equipment are managed by private telecommunications service providers under the jurisdiction of the Federal Communications Commission (FCC).

Communication systems located throughout the Harbor LA CPAs include underground fiber optic cable, telephone transmission lines (overhead and underground), and cellular towers owned or leased by telecommunications service providers.

Landline telephone service in the Harbor LA CPAs is provided by various commercial communication companies. The majority of the landline facilities are located in county- or city-owned rights-of-way and

116 California Gas and Electric Utilities, *2022 California Gas Report*, 2022, available online at: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed August 18, 2022

117 California Gas and Electric Utilities, *2022 California Gas Report*, 2022, available online at: https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf, accessed August 18, 2022

on private easements. Telecommunications lines are either copper wire or fiber optic cable and are routed overhead on utility poles and underground.

In addition to landline service, a large number of communication towers have been constructed throughout the Harbor LA CPAs for cellular telephone service. Cellular towers have been erected along major travel corridors to meet emergency service objectives. Cellular service is available, to varying degrees, throughout the Harbor LA CPAs.

4.17.4.2 Regulatory Framework

Federal

Federal Communications Commission (FCC). The FCC was established by the Communication Act of 1934 in order to replace the outdated Federal Radio Commission. As communications expanded and television became more prominent, the role of the FCC was expanded to include regulating all forms of communication in the United States. The FCC regulates content, award station charters, and monitor innovation to make sure that all forms of communication can co-exist, including the Internet.

Telecommunications Act of 1996. The Telecommunication Act of 1996 opened up competition by local telephone companies, long-distance providers, and cable companies with each other. It also reconfirms the government's commitment to universal service, in part by connecting all schools, libraries, and hospitals to the information superhighway by the end of the decade.

State

California Public Utilities Commission (CPUC). In 1911, the CPUC was established by a Constitutional Amendment as the Railroad Commission and the following year, the state Legislature passed the Public Utilities Act, expanding the Commission's regulatory authority to include natural gas, electric, telephone, and water companies as well as railroads and marine transportation companies. In 1946, the Commission was renamed the CPUC. Today, in regard to telecommunications and broadband services, the CPUC develops and implements policies for the telecommunications industry, including ensuring fair, affordable universal access to necessary services; developing clear rules of the game and regulatory tools to allow flexibility without compromising due process; removing barriers that prevent a fully competitive market; and reducing or eliminating burdensome regulation.

Senate Bill 822 (SB 822). SB 822 was signed into law in September 2018 as California's net neutrality law. SB 822 would ban internet providers from the following: blocking or throttling legal apps and websites; offering paid prioritization of content, or zero-rating (offering free data for specific apps). Shortly after SB

822 was signed, the U.S. Department of Justice filed suit against California over SB 822 on preemption grounds; California later agreed to hold off on enforcing its new net neutrality law until the U.S. Court of Appeals for the D.C. Circuit determines whether the FCC lawfully revoked its net neutrality regulations. In February 2021, the Department of Justice dropped the lawsuit and a preliminary injunction brought against SB 822 by the telecom industry was declined. As a result, SB 822 was allowed to go into effect.

Local

City of Los Angeles Ordinance Number 187,714

On November 29, 2022, the Los Angeles City Council approved Ordinance No. 187,714. The ordinance adds Sections 99.04.106.08 and 99.05.106.14.1 to the LAMC. Both sections would require all newly constructed buildings to be all-electric buildings. The Ordinance defines an all-electric building as "A building that contains no combustion equipment, plumbing for combustion equipment, gas piping, or fuel gas serving any use including, but not limited to, space heating (including fireplaces), water heating (including pools and spas), cooking appliances (including barbeques), and clothes drying, within the building or building property lines, and instead uses electricity as the sole source of energy for all lighting, appliances and/or equipment, including, but not limited to, space heating, water heating, cooking appliances, and drying appliances".[118] Additionally, both sections would require electrical infrastructure to be installed to accommodate the future installation of an electrical heating or cooking appliance/equipment. Installation methods for new electrical infrastructure in new buildings are also outlined in both sections.

City of Los Angeles Information Technology Agency. Mayor Eric Garcetti established the City of Los Angeles Information Technology Agency (ITA), which is responsible for a broad spectrum of services within 18 divisions that deliver 366 different technology services to both internal and external customers. These services range from classic IT services, such as computer support, enterprise applications, data networks, and a 24/7 data center to progressive digital services, such as TV station, 3-1-1 Call Center, public safety radio/microwave communications, helicopter avionics, enterprise social media, and more. ITA's Video Services Regulation Division regulates and monitors the compliance of video/cable TV service providers' compliance with local, state, and federal laws and oversees the video/cable TV service interests of City residents.

City of Los Angeles Municipal Code Section 10.5.4. Section 10.5.4 of the City's Municipal Code states that telecommunications providers are required to comply with all City, state, and federal regulations during

[118] Exceptions are provided for cooking equipment contained within kitchens located in a public use area, as defined in the California Building Code Chapter 2, such as restaurants, commissaries, cafeterias, and community kitchens provided the electrical infrastructure is installed in accordance with Section 99.04.106.8.1.

installation and operation of equipment. Additionally, each lease, sublease, or license facilitated by telecommunications providers are required to seek approval from the City.

4.17.4.3 Thresholds of Significance

In accordance with Appendix G of the *State CEQA Guidelines*, the Proposed Plans would have a significant impact related to electricity, natural gas and telecommunications if it would:

- Require or result in the relocation or construction of new or expanded electricity, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

4.17.4.4 Methodology

The analysis of the Proposed Plans' impacts related to the potential construction and relocation of electricity, natural gas, and telecommunications facilities focuses on whether existing and projected infrastructure capacities or supplies would be sufficient to meet future demands associated with reasonably anticipated development under the Proposed Plans, and, if not, whether the construction of needed new or expanded facilities would result in significant environmental effects. Generated demands were calculated based on the existing level of development in the Harbor LA CPAs and the reasonably anticipated development in the Harbor LA CPAs in 2040. Where insufficient data was available to quantify demands (i.e., for telecommunication systems), such demands are discussed qualitatively in order to inform the impact analysis.

4.17.4.5 Impacts

Threshold 4.17-8 **Would implementation of the Proposed Plans require or result in the relocation or construction of new or expanded electricity, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

This impact would be less than significant.

Electricity

The City is urbanized and has a fully functional system of above-ground and underground electrical facilities, primarily found along roadways, to serve the existing and future users. In addition to electrical power conveyance lines, there are numerous electrical substations throughout the City, from which these conveyance lines flow.

As discussed in **Section 4.5, Energy**, the Proposed Plans are expected to increase annual electricity consumption. However, the analysis is conservative since future energy consumption estimates only account for compliance with existing energy efficiency standards (i.e., 2019 Title 24). Additionally, the Proposed Plans will significantly increase the housing, population, employment, and land use sizes throughout the Harbor LA CPAs.

Future development anticipated to occur with the implementation of the Proposed Plans would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires local jurisdictions to use energy efficient appliances, weatherization techniques, and efficient cooling and heating systems to reduce energy demand stemming from new development. In addition, future development would also be required to comply with the City of Los Angeles' Green Building Code Energy Efficiency requirements. Although the analysis contained herein does not account for future improvements in energy efficiency, development accommodated by the Proposed Plans would be expected to consume less energy than existing developments as building standards become more stringent.

Similar to other utilities, new developments would result in the need for the construction or relocation of some power lines or service connections, such as the undergrounding of power lines. Future development projects under the Proposed Plans would require a separate environmental review to determine impacts to electricity services and facilities within the Harbor LA CPAs. However, similar to the discussion of other thresholds throughout this environmental document, impacts from future construction or relocation work would be anticipated to be less than significant as they would likely be constructed and/or installed in the existing right of way. These and similar public easements have been previously disturbed. Due to their inability to result in environmental impacts, future construction activities involving the replacement or reconstruction of existing utility systems or converting existing overhead electrical systems within the Harbor LA CPAs would generally be exempt from additional environmental review per *State CEQA Guidelines* sections 15302(c) and (d), respectively.

Any unusual site-specific conditions that would result in significant impacts would be speculative. Additionally, any project to install or relocate facilities would be subject to future environmental review and necessary mitigation to address site specific conditions. Impacts would be ***less than significant***.

Natural Gas

Although the City is transitioning away from natural gas with implementation of the City of Los Angeles Ordinance Number 187,714 which directs all new buildings to be electric only, natural gas would continue to be provided to development in the City by SoCalGas. Existing natural gas infrastructure (transmission

lines and high distribution lines) are provided throughout the City and is typically located underground and along roadways to convey flows to residential and commercial users. Development under the Proposed Plans could increase the demand for natural gas and may potentially require new conveyance systems to supply areas with natural gas, although as described above the City is transitioning away from natural gas.

As discussed in **Section 4.5, Energy**, future total annual natural gas consumption under implementation of the Proposed Plans is expected to increase. It is important to note that future energy consumption estimates, included in **Table 4.5-9, Change in Natural Gas Consumption Under the Harbor LA Community Plans,** only take into account compliance with existing energy efficiency standards (i.e., 2019 Title 24). The estimates do not account for state regulations such as those which will phase out natural gas for heating homes and businesses throughout the state. For example, in September of 2022, CARB approved the 2022 State Implementation Strategy, which includes the zero-emission standard for Space and Water Heaters requiring all new space and water heaters sold in California to meet the zero-emissions standard by 2030[119] and the City passed its own ordinance to require all new development to be electric only, with certain exceptions related to cooking equipment. Development accommodated by the Proposed Plans would be expected to consume less natural gas than existing developments as the state and the City transition away from natural gas and as energy conservation standards become more stringent. Therefore, estimates provided are conservative. Further, as stated above, implementation of the Proposed Plans is expected to result in an increase in housing, population, employment, and land use sizes throughout the Harbor LA CPAs. Specifically, as compared to existing conditions, the future conditions with the Proposed Plans are expected to result in an increase of 161,345 persons, 47,202 housing units, and 62,339 jobs.

For development accommodated under the Proposed Plans, the exact locations of natural gas infrastructure would be confirmed during the design and review process. Any need for infrastructure upgrades would be accomplished through the required design review and approval of natural gas plans. Development under the Proposed Plans may necessitate the construction or relocation of new or expanded natural gas distribution facilities, including new service connections or gas lines to serve development projects. Impacts from such construction or relocation work would be anticipated to be less than significant based on their construction and installation in existing right of way and other public easements that have been previously disturbed and based on existing regulatory compliance measures and review and oversight by relevant local and state agencies. Any unusual site-specific conditions that would result in significant impact would be speculative. Additionally, any project to install or relocate facilities would be subject to

119 California Air Resources Board, *State Strategy for the State Implementation Plan*, 2022, available online at: https://ww2.arb.ca.gov/sites/default/files/2022-08/2022_State_SIP_Strategy.pdf, accessed December 14, 2022.

future environmental review and necessary mitigation to address site specific conditions. Impacts would be ***less than significant***.

Telecommunications

As discussed in **Section 4.13, Population and Housing,** reasonably anticipated development in the Harbor LA CPAs would allow for an additional 37,917 persons, 10,927 housing units, and 37,799 jobs compared to the existing conditions. The telecommunication requirements for the Harbor LA CPAs are expected to evolve as development increases and technologies change. Construction of additional telecommunications facilities or upgrades to existing facilities to meet demands would be undertaken by private telecommunication service providers in accordance with applicable federal, State, and local regulations. No restrictions on the ability to provide adequate telecommunication service are anticipated, but new or expanded facilities may be needed to meet increased demand in the Harbor LA CPAs. Such expansions would result in temporary construction-related impacts pertaining to such issues as transportation, air quality, and noise. These impacts are anticipated to be within the parameters of what is described in this EIR and any new or expanded facilities, any impacts from unique parcel or project specific conditions would be speculative. Impacts would be ***less than significant***.

4.17.4.6 Cumulative Impacts

The geographic area to analyze cumulatively considerable impacts to electricity, natural gas, and telecommunications facilities includes the entire City of Los Angeles. Cumulative development throughout Los Angeles would add both dwelling units and nonresidential development to the City. Cumulative impacts from this development are discussed below by impact area.

Electricity

Future development anticipated to occur with the implementation of the Proposed Plans would be subject to Title 24, Part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires local jurisdictions to use energy efficient appliances, weatherization techniques, and efficient cooling and heating systems to reduce energy demand stemming from new development. In addition, future development would also be required to comply with the City of Los Angeles' Green Building Code Energy Efficiency requirements.

As discussed under **Threshold 4.17-6,** impacts from construction or relocation work would be anticipated to be less than significant based on their construction and installation in existing right of way and other public easements that have been previously disturbed and based on existing regulatory compliance measures and review and oversight by relevant local and state agencies. Additionally, any project to install

or relocate facilities would be subject to future environmental review and necessary mitigation to address site specific conditions. As such, the Proposed Plans cumulative impacts would not be cumulatively considerable, and impacts would be ***less than significant***.

Natural Gas

As discussed above, future total annual natural gas consumption under implementation of the Proposed Plans is expected to increase but does not take into account recent plans and programs to transition away from natural gas. However, development accommodated by the Proposed Plans would be expected to consume less energy than existing developments as energy conservation standards become more stringent, so the estimates provided are conservative. Further, as stated above, implementation of the Proposed Plans is expected to result in an increase in housing, population, employment, and land use sizes throughout the Harbor LA CPAs.

Any infrastructure upgrades required to meet citywide demand would be accomplished through the required design review and approval of natural gas plans. Development under the Proposed Plans and throughout the City may necessitate the construction or relocation of new or expanded natural gas distribution facilities, including new service connections or gas lines to serve development projects. Impacts from such construction or relocation work would be anticipated to be less than significant based on their construction and installation in existing right of way and other public easements that have been previously disturbed and based on existing regulatory compliance measures and review and oversight by relevant local and state agencies. The environmental impacts of the construction of new natural gas facilities would be consistent with the impacts evaluated throughout this EIR. To the extent that any significant impacts could result from the unique characteristics of a specific project or site, those impacts are too speculative to analyze at this time. As necessary, based on project and site characteristics, any such upgrades would be subject to subsequent environmental review, wherein potential impacts, if any, would be addressed accordingly. Regardless, impacts associated with construction of new facilities would be limited to the area in which the specific construction activity is occurring and would not contribute to any cumulative or citywide environmental impacts. Therefore, impacts from the construction or relation of natural gas facilities would not be cumulatively considerable and impacts would be ***less than significant***.

Telecommunications

As with impacts within the Harbor LA CPAs, construction of additional telecommunications facilities or upgrades to existing facilities to meet the cumulative demands throughout the City would be undertaken by private telecommunication service providers in accordance with applicable federal, State, and local regulations. No restrictions on the ability to provide adequate telecommunication service are anticipated,

but new or expanded facilities may be needed to meet increased demand in the Harbor LA CPAs and citywide. Such expansions would result in temporary construction-related impacts pertaining to such issues as transportation, air quality, and noise. These impacts are anticipated to be within the parameters of what is described in this EIR and any new or expanded facilities, any impacts from unique parcel or project specific conditions would be speculative. impacts associated with construction of new facilities would be limited to the area in which the specific construction activity is occurring and would not contribute to any cumulative or citywide environmental impacts. Therefore, the incremental effect of the Proposed Plans regarding the construction or relocation of telecommunications equipment would not be cumulatively considerable and cumulative impacts would be ***less than significant***.

4.17.5 REFERENCES

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5.0 ALTERNATIVES

5.1 INTRODUCTION

This section analyzes alternatives to the proposed Harbor LA Community Plans Update which includes the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan, hereinafter, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans."

As required by Section 15126.6 of the *State CEQA Guidelines*, an EIR must examine a range of reasonable alternatives to the proposed project that would attain most of the basic project objectives but would avoid or substantially lessen any of its significant environmental effects. The purpose of analyzing alternatives for a project is to identify and disclose ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1). Per Section 15126.6(b) of the *CEQA Guidelines*:

> *"... the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly".*

While an EIR need not consider every conceivable alternative to a project, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. The focus is on alternatives that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project (*State CEQA Guidelines* Section 15126.6(f)).

5.2 PURPOSE AND OBJECTIVES

CEQA requires an EIR to include a statement of the objectives sought by the project proponent, in this case the City of Los Angeles. The statement of objectives should include the underlying purpose of the project. As stated in **Chapter 3.0, Project Description**, the underlying purpose and primary and secondary objectives of the Proposed Plans include the following:

Underlying Purpose: To plan for and accommodate foreseeable growth in the City, including the Harbor LA Community Plan Areas (CPAs), consistent with the growth strategies of the City as provided in the Framework Element, as well as the policies of Senate Bill 375 and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The **Primary Objectives** of the Proposed Plans are as follows:

- Accommodate projected population, housing and employment growth forecasted through the planning horizon year of 2040 consistent with the policies of the City of Los Angeles General Plan Framework Element;
- Address the history of contamination and incompatible land use patterns;
- Create hybrid industrial areas that prioritize jobs-producing uses and serve as a physical buffer between residential and heavy industrial uses;
- Address housing needs for all income levels and minimize displacement of existing residents;
- Encourage mixed-use and equitable transit-oriented development at key locations;
- Revitalize existing commercial areas through zoning regulations for improved street frontage and pedestrian-oriented design standards and by promoting a diversity of uses;
- Refine the intensity and enhance the form of existing commercial areas and create new commercial areas along corridors and at centers in select locations;
- Preserve appropriate industrial districts and improve their function and visual character through new zoning regulations for improved street frontage, screening and quality building design;
- Maintain stable single- and multi-family residential neighborhoods and add new zoning regulations to add design standards for appropriate neighborhood massing; and
- Create a Regional Center in the Harbor Gateway CPA as referenced in the Framework Element.

The **Secondary Objectives** of the Proposed Plans are as follows:

- Preserve the historic character and commercial building forms of select corridors, such as portions of Gardena Boulevard and Avalon Boulevard;
- Protect identified eligible historic resources through new zoning regulations;
- Coordinate local planning efforts with anticipated changes at the Port of Los Angeles and adjacent jurisdictions;
- Update existing zoning and land use designations to reflect on the ground uses;

- Develop new standards that create a cohesive design while preserving neighborhood character;
- Improve consistency between land use and zoning regulations where needed and update land use nomenclature to reflect the General Plan Framework designations;
- Implement the new zoning code districts and rules as applicable to this geography, through the adoption of the Harbor LA Community Plans;
- Improve circulation to be consistent with street designations and abutting land uses;
- Create and update overlays such as Clean Up Green Up, as needed;
- Update zoning regulations and land uses surrounding the Del Amo and Montrose Superfund Sites to create a buffer and minimize environmental impacts to the surrounding community; and
- Protect existing open space in the CPAs and increase access to open space by incorporating active frontages, building breaks, and outdoor amenity space where appropriate.

5.3 SELECTION OF ALTERNATIVES

The EIR alternatives analysis is required to focus on alternatives that reduce or avoid the significant environmental impacts of the Proposed Plans and feasibly attain the underlying purpose of the project and most of the Proposed Plans' primary and secondary objectives. Implementation of the Proposed Plans would result in the following significant and unavoidable impacts:

- **Air Quality**, **Threshold 4.2-2:** Cumulatively considerable net increase of criteria pollutant (construction nitrogen oxide (NO_x) emissions and operational/long-term volatile organic compound (VOC) emissions) under applicable air quality standards; **Threshold 4.2-3:** toxic air contaminant (TAC) impacts related to distribution centers and warehouses during operation.
- **Cultural Resources, Threshold 4.4-1**: Historic resources (project and cumulative)
- **Noise, Threshold 4.12-1:** Increase in ambient noise levels in excess of standards (construction/short-term and cumulative); **Threshold 4.12-2:** Excessive ground-borne vibration or ground-borne noise levels (construction/short-term and cumulative).
- **Recreation, Threshold 4.14-5:** Substantial physical deterioration of parks and recreational facilities due to increase in use (operational/long-term and cumulative).

- **Transportation and Traffic, Threshold 4.15-2:** Exceeding the 2019 baseline vehicle miles traveled (VMT) per service population; **Threshold 4.15-3:** Safety impacts related to off-ramp queuing (operational/long-term and cumulative).

The following resource areas were found to have impacts identified as significant, but that can be reduced to a less than significant level with proposed mitigation measures:

- **Air Quality, Threshold 4.2-3**: Expose sensitive receptors to substantial pollutant concentrations during construction.

- **Cultural Resources, Threshold 4.4-2**: Impact to archaeological resources (construction/short-term).

- **Geology and Soils, Threshold 4.6-8**: Destroy a unique paleontological resource or unique geological feature (construction/short-term).

- **Hazards and Hazardous Materials, Threshold 4.8-1**: Transport, use or disposal of hazardous materials; **Threshold 4.8-2**: Upset or accident conditions involving release of hazardous materials into the environment; **Threshold 4.8-3**: Emit hazardous emissions/materials within one-quarter mile of an existing/proposed school; **Threshold 4.8-4**: Located on site of hazardous materials.

- **Tribal Cultural Resources, Threshold 4.16-1**: Cause a substantial adverse change of a tribal/cultural resource.

See **Table 2.0-3, Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance After Mitigation,** in the Executive Summary for all proposed mitigation measures.

Outside of a moratorium or regulations to slow or stop development, which would not meet the Proposed Plans' underlying purpose or basic objectives to accommodate forecasted growth, none of the significant unavoidable impacts identified in this Draft EIR related to air quality, noise, cultural resources, parks and transportation, can be reduced to less than significant. Certain impacts (e.g., operational air quality, deterioration of parks) are not location specific and can only be addressed by reducing the overall amount of new development, which would not accommodate foreseeable growth. Other impacts (e.g., construction-related air quality, noise, and vibration impacts) cannot be meaningfully addressed because they would occur regardless of the location, size, or nature of new development. Still other impacts (e.g., historical resources, traffic safety related to off-ramp queuing) are location specific, but the lack of available information about individual sites at this stage of planning makes developing an alternative to address these impacts infeasible. Even limiting development to avoid significant impacts to one resource may simply divert more growth and development to other areas of the City, thus increasing the potential for

similar impacts in other areas of the City. Diverting growth and development to other areas that have fewer transit options may even increase overall regional air pollutant emissions and VMT.

For the above reasons, the range of alternatives that could meaningfully address the Proposed Plans' significant environmental impacts and still meet the underlying purpose and basic project objectives is limited. The following alternatives are identified to reduce significant impacts:

- Alternative 1: No Project
- Alternative 2: Regional Center Alternative (Harbor Gateway)
- Alternative 3: Major Corridors Alternative (Wilmington-Harbor City)

Because two plans are being considered simultaneously, each of the Community Plan Area (Harbor Gateway and Wilmington-Harbor City) Alternatives includes a specific alternative analysis for that Community Plan Area while maintaining the other CPA as considered as part of the Project, meaning for the Harbor Gateway alternative, Wilmington-Harbor City is held constant (as it would be under the Proposed Plan). Evaluating each CPA's alternative plan while maintaining the other CPA as in the Proposed Plans provides a more direct comparison of the impacts associated with each individual CPA.

Table 5.0-1, Growth Projection Comparison per Alternative in the Harbor LA CPAs, shows the housing, population, and employment projections under each alternative and the percentage of growth projected from 2019 through 2040, over existing baseline conditions, for each alternative.

Table 5.0-1
Growth Projection Comparison per Alternative
in the Harbor LA CPAs

Scenario	Total Summary			Percent Growth 2019-2040		
	Housing (du)	Population (person)	Employment (job)	Housing (du)	Population (person)	Employment (job)
Harbor Gateway CPA						
2019 Existing/Baseline Conditions	12,379	41,563	14,000	-	-	-
SCAG RTP/SCS	13,106	43,561	23,800	5.87%	4.81%	70.00%
Harbor Gateway Proposed Plan	19,253	63,523	40,998	55.53%	52.84%	192.84%
Alternative 1 – No Project/Current Plan	14,948	49,328	19,573	20.75%	18.68%	39.81%
Alternative 2 - Regional Center (Harbor Gateway)	18,963	62,573	36,985	53.19%	50.55%	164.18%
Wilmington-Harbor City CPA						
2019 Existing/Baseline Conditions	23,896	81,865	10,540	-	-	-
SCAG RTP/SCS	23,239	91,492	20,280	-2.75%	-0.46%	92.41%
Wilmington-Harbor City Proposed Plan	27,949	97,822	21,341	16.96%	19.49%	102.48%
Alternative 1 – No Project/Current Plan	24,210	84,737	16,784	1.31%	3.51%	59.24%
Alternative 3 – Major Corridors (Wilmington-Harbor City)	27,013	94,548	16,414	13.04%	15.49%	55.73%
Harbor LA CPAs (combined)						
2019 Existing/Baseline Conditions	36,275	123,428	24,540	-	-	-
SCAG RTP/SCS	36,345	135,053	44,080	0.19%	1.32%	79.63%
Proposed Plans	47,202	161,345	62,339	30.12%	30.72%	154.03%
Alternative 1 – No Project/Current Plans	39,158	133,710	36,357	7.95%	8.33%	48.15%
Alternative 2 – Regional Center (Harbor Gateway)	46,912	160,395	58,326	29.32%	29.95%	137.68%
Alternative 3 – Major Corridors (Wilmington-Harbor City)	46,266	158,071	57,412	27.54%	28.07%	133.95%

Notes: du = *dwelling unit;* SCAG = *Southern California Association of Governments;* RTP/SCS = *Regional Transportation Plan/Sustainable Communities Strategy*
Sources: SCAG 2016-2040 RTP/SCS; Los Angeles Department of City Planning, 2023

5.4 ANALYSIS METHODOLOGY

The alternatives analysis compares the impacts of the Proposed Plans to those of each alternative, concluding whether the alternative's impact would be less than, similar to, or greater than that of the Proposed Plans. The analysis also concludes whether the alternative would either create or avoid a significant impact and discusses what, if any, mitigation would be required for the alternative.

5.5 COMPARATIVE IMPACT ANALYSIS

5.5.1 Alternative 1 – No Project

Alternative Description

The No Project Alternative includes continued implementation of the existing 1995 Harbor Gateway Community Plan and the 1999 Wilmington-Harbor City Plan. Under this alternative, the current Community Plans would continue to apply, and existing plans and policies would continue to accommodate development in accordance with existing General Plan designations. This alternative would assume that the Proposed Plans, and new zoning designations are not adopted for the Harbor LA CPAs.

As shown in **Table 5.0-1**, under the current plans the Harbor LA CPAs are projected to accommodate a population of 133,710 residents, 39,158 housing units, and 36,357 jobs by 2040. SCAG projects growth of the Harbor LA CPAs to reach 124,978 residents; 36,345 housing units; and 44,080 jobs by 2040. Therefore, population and housing growth in the Harbor LA CPAs would exceed SCAG's forecasts under the current plans. However, current land use patterns limit population and housing growth in the Harbor LA CPAs, as compared with the Proposed Plans (ex. areas currently designated for industrial use under the Current Plans do not allow live/work uses and limit residential uses) and would likely cause development to occur elsewhere in the region. This may increase regional emissions of air pollutants and greenhouse gases as well as increased regional energy consumption, VMT, and population displacements.

Alternative 1 is included because the *State CEQA Guidelines* require the analysis of a "no project" alternative. The analysis of Alternative 1 treats the alternative as a "new" project similar to the other alternatives and discusses potentially "significant" impacts. It should be recognized that Alternative 1 would not require any new discretionary approval from the City and, therefore, would not technically have any new impacts under CEQA, nor would the City have a mechanism for imposing the mitigation measures proposed for the Proposed Plans and other project alternatives.

Alternative 1 would meet some of the primary project objectives, including: preserving community character by maintaining stable single- and multi-family residential neighborhoods. It would partially meet

the primary objective of accommodating projected population, housing, and employment growth; however, as noted above, employment growth in the Harbor LA CPAs would fall below SCAG's forecasts under this alternative. Alternative 1 would also meet the secondary project objective of preserving industrial land and preserve existing historic character.

Due to limitations placed on development in the Harbor LA CPAs under the existing plans and policies, Alternative 1 would not be consistent with several primary objectives, such as addressing environmental justice concerns and incompatible land use patterns, encouraging mixed-use and equitable transit-oriented development at key locations, and revitalizing existing commercial areas. It would also fail to fulfill the following secondary objectives: improve the visual character of industrial districts, improve consistency between land use and zoning regulations, develop new standards that create cohesive design, and create and update overlays such as the Clean Up-Green Up Supplemental Use District (Ordinance 184,246).

Although Alternative 1 would partially fulfill other objectives, it would meet the following objectives to a lesser degree than the Proposed Plans: reduce vehicle miles traveled to meet the goals of the Senate Bill 375, Senate Bill 743, and California Assembly Bill 32 to reduce carbon emissions; and support jobs-producing uses by maintaining industrially planned lands for employment generating uses and increase the opportunity for small business and jobs located in transit station areas and along connecting corridors.

Impact Analysis

Aesthetics

Under Alternative 1, development would continue under current planned land use patterns in the Harbor LA CPAs. The Harbor Gateway CPA is largely comprised of single-family residential neighborhoods bordered by commercial corridors comprised of multifamily, small-scale neighborhood-serving commercial uses, and industrial land, regional parks, public facilities, and corporate office parks. The Wilmington-Harbor City CPA, located adjacent to the Port of Los Angeles, is primarily comprised of commercial, industrial, and warehouse uses to support local and regional goods movement. The Wilmington-Harbor City CPA also includes low density residential uses, typically set away from centers of activity.

The current General Plan land use designations would accommodate development with less overall height, scale, and intensity, as compared to the Proposed Plans, and thus may result in fewer changes in visual character, or obstruction of scenic views. Development under existing plans would be implemented in accordance with applicable state and local plans, policies and guidelines including, but not limited to, the City's General Plan Framework, Conservation Element, Mobility Plan 2035, and provisions of the existing Los Angeles Municipal Code (LAMC) as it relates to development standards, and visual character. Like the

Proposed Plans, Alternative 1 could introduce new sources of light and glare in the Harbor LA CPAs, and while future development in the CPAs would follow the existing land use designations, nighttime lighting and glare could still increase with new development permitted under the existing land use and zoning designations. Nonetheless, any additional effects would be incremental. In addition, future development would comply with applicable regulations regarding permitted light and glare. However, Alternative 1 would not implement zoning districts to minimize impacts of industrial uses on residential areas, or design standards to revitalize commercial corridors and create a cohesive character. As a result, similar to the Proposed Plans, Alternative 1 would have a less than significant impact on aesthetic resources, however impacts would be incrementally greater overall than the Proposed Plans.

Air Quality

Alternative 1 would accommodate less overall development and associated growth than the Proposed Plans. Alternative 1 would result in 8,044 fewer housing units (-17 percent), 27,635 fewer residents (-17 percent), and 25,982 fewer jobs (-42 percent) through 2040 than would be anticipated under the Proposed Plans. Like the Proposed Plans, Alternative 1 would not increase reasonably anticipated development in the Harbor LA CPAs in a way that would be inconsistent with SCAG's growth forecasts and, therefore, would not conflict with the AQMP. However, the reduced level of growth in the CPAs under Alternative 1 would likely mean that more growth would occur elsewhere in the City or the region. This may increase regional impacts related to air quality as a function of VMT if growth occurs in areas with fewer transit options and longer distances between jobs, housing, and services. However, because Alternative 1 would accommodate less overall growth in the Harbor LA CPAs than the Proposed Plans, it would attain the policy goals of the RTP/SCS, the SCAQMD Air Quality Management Plan (AQMP), and the City's General Plan Framework Element and Air Quality Element goals related to concentrating development in areas with access to transit and reducing emissions to a lesser degree than the Proposed Plans. Therefore, impacts related to conflicting with or obstructing implementation of an applicable air quality plan would be greater than the Proposed Plans but would remain less than significant.

As with the Proposed Plans, it is reasonable to assume that development would result in increased construction emissions of NO_x, respirable particulate matter (PM10) and fine particulate matter (PM2.5). Although less construction may occur overall under Alternative 1 (i.e., a 17 percent reduction in the number of housing units) compared to the Proposed Plans, maximum daily emissions would be similar to what would occur under the Proposed Plans since the nature and magnitude of individual construction projects would be similar. Similarly, because less development would occur under Alternative 1, it is reasonable to assume that overall operational emissions would be less than the Proposed Plans. Nevertheless, because a 95 percent reduction in VOC emissions would be needed to bring VOC emissions under the Southern California Air Quality Management District (SCAQMD) threshold under the Proposed Plans, the increase

in development in the Harbor LA CPAs accommodated by Alternative 1 would result in daily emissions of VOC that would exceed the SCAQMD regional significance thresholds due to expanded use of consumer products and increased energy demand. Mitigation measures required for the Proposed Plans would also reduce impacts associated with this alternative. However, because this alternative would not be subject to mitigation measures included in the Proposed Plans, criteria pollutant emissions would be potentially higher than the Proposed Plans. Additionally, exposure of sensitive receptors to temporary construction emissions could be significant and unavoidable without the mitigation measure and impacts from toxic air contaminants (TACs) from distribution center truck activity would be greater than that of the Harbor LA CPAs. Large individual projects would be likely subject to additional environmental review, which may impose mitigation measures addressing temporary construction emissions. Exposure to odors would also be similar to the less than significant impact identified for the Proposed Plans. Due to the reduced amount of development impacts related to construction, operational emissions, and exposure of sensitive receptors to temporary construction emissions would be less than the Proposed Plans but would remain potentially significant.

Biological Resources

The Harbor LA CPAs are urbanized and generally lack riparian habitats, wetlands, wildlife corridors, habitat. However, the Ken Malloy Harbor Regional Park is identified as a Significant Ecological Area and contains Machado Lake, a fresh water forested/shrub wetland. Additionally, the Harbor LA CPAs include the Dominguez Channel, a permanent channelized perennial river and limited access to Los Angeles Harbor. There are numerous special status species that have been reported in the area, but none have been sighted in over 30 years. Current City Plans and the Proposed Plans prioritize infill development, thus minimizing development in areas of potential native biological habitats or wildlife corridors. Similar to the Proposed Plans, implementation of the current plans would not foreseeably result in modification of Ken Malloy Harbor Regional Park, or the Dominquez Channel, as the plans do not include components that would affect the existing use, zoning, or land use designations of the Park or Channel. Although implementation of Alternative 1 would include less overall development and associated growth than the Proposed Plans, the Proposed Plans include policies to improve access to and views of the waterfront, along with zoning code changes that would ensure future heavy industrial development would be buffered from other uses. Alternative 1 would not include these zoning changes and any new development has the potential to disturb sensitive plant or animal species such as nesting birds and heritage or protected trees in the Harbor LA CPAs. Therefore, any future development would require adherence with the federal Migratory Bird Treaty Act (MBTA), the California Fish and Game Code (CFGC), and the LAMC Tree Preservation Ordinance (177,404). Alternative 1 would not interfere with natural resources, degrade the sustainability of natural resources in the region, disrupt existing open space or encroach upon any natural

settings. Therefore, Alternative 1 would not conflict with goals, policies, and programs of the General Plan Framework or the City Conservation Element. The impacts to biological resources would be about the same as those of the Proposed Plans and would be less than significant.

Cultural Resources

As with the Proposed Plans, Alternative 1 may result in demolition or alteration of historical resources or their setting or disturb areas that may potentially contain archaeological resources. Alternative 1 would accommodate development consistent with current land use designation and patterns and, as such, may result in slightly reduced impacts to historical resources and associated settings as compared to the Proposed Plans. Alternative 1 and the Proposed Plans would have the potential to disturb archaeological resources and/or human remains. All future development projects would continue to be subject to existing federal, state, and local requirements with respect to cultural resources and discretionary projects may be subject to project-specific mitigation requirements under CEQA. With the Proposed Plans, implementation of **Mitigation Measures CR-1** and **CR-2** would reduce the potential to disturb archaeological resources and human remains. However, because this alternative would not be subject to mitigation measures proposed in the Proposed Plans, the potential for disturbance would be greater than under the Proposed Plans and would be significant and unavoidable. In addition, although existing regulations provide certain protections for significant historical resources, individual developments allowed by Alternative 1 could potentially cause a substantial adverse change in or disturbance of historical resources as defined in *CEQA Guidelines* Section 15064.5. While there would be less development overall, because this alternative would not be subject to mitigation measures proposed for the Proposed Plans, the potential for disturbance of cultural resources would be greater than the Proposed Plans, and significant and unavoidable.

Energy

Development under Alternative 1 would result in less development and population growth. Consequently, overall transportation energy, electricity, and natural gas consumption would be less than the Proposed Plans in 2040. However, on a per capita basis, Alternative 1 would result in more natural gas consumption than the Proposed Plans for year 2040. Similar to the Proposed Plans, Alternative 1 would result in higher 2040 per capita transportation energy, electricity, and natural gas consumption compared to baseline conditions. **Section 4.5, Energy**, **Table 4.5-7** through **Table 4.5-9** compares current energy consumption to 2040 energy consumption. Implementation of the Proposed Plans would result in an 87.5 percent increase in annual transportation energy use, a 92.8 percent increase in annual electricity consumption, and a 32.8 percent increase in natural gas consumption from baseline conditions. Implementation of Alternative 1 would also result in increases in energy consumption, but to a lesser degree when compared to the Proposed Plans (a 24.6 percent increase in annual transportation energy use, a 41.2 percent increase in

annual electricity consumption, and a 19.7 percent increase in natural gas consumption from baseline conditions). Alternative 1 would result in lower per capita energy use than the Proposed Plans; this can be attributed in part to the fact that implementation of the Proposed Plans would result in a significantly greater increase in employment which may result in an increase in vehicle trips.

Because Alternative 1 would consume less energy overall, it may result in incrementally less impacts with respect to the inefficient, unnecessary, or wasteful direct or indirect consumption of energy as compared to the Proposed Plans. Nevertheless, as with the Proposed Plans, Alternative 1 would not result in energy demand that exceeds the existing or planned capacity for the service area or the wider Southern California region. In addition, neither Alternative 1 nor the Proposed Plans would conflict with applicable federal, state, or local energy regulations. Overall, impacts would be less than significant under Alternative 1, and incrementally less than the Proposed Plans.

Geology and Soils

Implementation of the City's current General Plan and Proposed Plans would generally accommodate development in the same footprints as existing structures in the Harbor LA CPAs. Any new development in the Harbor LA CPAs under Alternative 1 and the Proposed Plans would be exposed to existing geologic and soil hazards; however, this development would not increase the potential for such hazards or create new hazards. Compliance with existing regulatory requirements and policies, including the LAMC and the California Building Code (CBC) would reduce impacts from adverse effects related to seismic activity and ground shaking, liquefaction, on or off-site landslides, ground failure; or adverse effects related to expansive soil, or to a geologic unit or soil that is unstable or would become unstable as a result of the project and result in landslide, lateral spreading, liquefaction or collapse. In some cases, future development in the Harbor LA CPAs may reduce the potential for property damage and/or safety concerns by replacing older structures with new structures built to current seismic standards. For all geological impacts except paleontological, as discussed below, impacts would remain less than significant for Alternative 1.

Similar to the Proposed Plans, Alternative 1 would have the potential to disturb paleontological resources. Implementation of **Mitigation Measures GEO-1** through **GEO-3** would reduce the potential to disturb or damage paleontological resources. However, because this alternative would not be subject to mitigation measures proposed for the Proposed Plans, the potential for disturbance of paleontological resources would be greater than under the Proposed Plans and would be significant and unavoidable.

Greenhouse Gas Emissions

Development accommodated by Alternative 1 and the Proposed Plans would generate greenhouse gas (GHG) emissions through individual project construction and operation. GHG emissions would be generated by direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. **Section 4.7, Greenhouse Gas Emissions**, **Table 4.7-8** compares current annual GHG emissions for the Harbor LA CPAs to 2040 emissions with and without the Proposed Plans. Implementation of Alternative 1 would result in a 5 percent increase in total GHG emissions in the Harbor LA CPA in 2040 and a 9 percent reduction in per capita GHG emissions compared to 2019 baseline conditions. Implementation of the Proposed Plans would result in a 40 percent increase in total GHG emissions in the Harbor LA CPAs in 2040 and a 9 percent decrease in per resident GHG emissions. Under Alternative 1 and the Proposed Plans, future per capita emissions would be lower than under 2019 baseline emissions due to improved energy efficiency and reduced per capita VMT. The per capita reduction in GHG emissions demonstrates compliance with regional, state, and federal efforts to reduce climate impacts from development and transportation. Impacts associated with the implementation of applicable air quality plans under Alternative 1 would remain less than significant but less than the Proposed Plans.

Although Alternative 1 would result in fewer GHG emissions than the Proposed Plans in the Harbor LA CPAs, it would accommodate less intense development and associated growth in the Harbor LA CPAs, which may result in more population and housing growth elsewhere in the City and region where fewer transit options are available and the distances between residences, jobs, and services are greater. As a result, overall citywide and regional GHG emissions as a function of VMT may increase and Alternative 1 would not be as consistent with climate goals outlined in AB 32, SB 32, SB 375 (through demonstration of conformance with the RTP/SCS), and the City's Green New Deal (the Sustainable City pLAn and GreenLA), resulting in a significant impact. Overall citywide and regional GHG emissions would be incrementally greater than those of the Proposed Plans.

Hazards and Hazardous Materials

Development under the City's General Plan would continue under the current planned land use pattern in the City. Alternative 1 would include no change to planned land use patterns and less overall development capacity and associated growth than would occur under the Proposed Plans. Similar to the Proposed Plans, operational activities associated with development under Alternative 1 do not have the potential to create a hazard to the public from the routine transport, use, or disposal of hazardous materials because both the Proposed Plans and Alternative 1 would be subject to state and local requirements.

Moreover, similar to the Proposed Plans, Alternative 1 has the potential for upset or accident conditions involving hazardous materials release from transport, use, or disposal of hazardous materials and may be developed on a site which is included on a list of hazardous materials sites.

Similar to the Proposed Plans, this alternative would pose no or less than significant issues related to airports or emergency management plans because there are no airports or private airstrips in the Harbor LA CPAs, and development under Alternative 1 would not interfere with circulation plans or emergency management plans. No wildland fire hazard areas are present in the Harbor LA CPAs; therefore, no impacts related to wildland fire risks would occur.

As with the Proposed Plans, redevelopment, renovation, or demolition of structures built before 1979 could potentially include disturbing asbestos containing materials and/or lead based paint, but compliance with existing regulations would ensure that these materials would not be released into the atmosphere. In addition, future development would potentially occur in Methane Zones and Methane Buffer Zones and near oil wells, however compliance with applicable regulations would reduce such impacts to a less than significant level. As with the Proposed Plans, grading and construction activity could potentially result in the release of soil and/or groundwater contamination, such as undiscovered sites containing contamination. This could affect schools or include a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. Overall impacts associated with Alternative 1 would be similar to, but slightly less than, those of the Proposed Plans since the overall level of development would be lower. As with the Proposed Plans, impacts related to the potential disturbance of contaminated soils would be significant. Adherence to **Mitigation Measures HAZ-1** and **HAZ-2**, as discussed in **Section 4.8, Hazards and Hazardous Materials**, would reduce impacts related to contaminated soils. However, because this alternative would not be subject to mitigation measures proposed in the Proposed Plans, the potential for exposure to contaminants to the public due to possible construction on hazardous sites, and release of hazardous emissions which could potentially affect schools would be greater than the Proposed Plans and would be potentially significant.

Hydrology and Water Quality

Alternative 1 would accommodate development in a manner consistent with current land use patterns and, therefore, would not substantially alter drainage patterns or result in substantial erosion, siltation, or flooding on- or off-site. Development accommodated by Alternative 1 and the Proposed Plans would be subject to federal, state, and local requirements that prevent violations of water quality standards or waste discharge requirements and support the preservation and expansion of pervious surfaces. In addition, new development projects under Alternative 1 and the Proposed Plans would be required to incorporate Best

Management Practices to manage stormwater and reduce runoff during construction and operation, and industrial sources would be subject to additional stormwater management and discharge requirements under the National Pollutant Discharge Elimination System (NPDES) program for industrial uses. Compliance with the City's Low Impact Development (LID) Ordinance would further ensure that any future development resulting from either this alternative or the Proposed Plans would not require construction of new stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. In the long-term, redevelopment of sites in the Harbor LA CPAs under Alternative 1 and the Proposed Plans would improve surface water quality by replacing older development with new development that incorporates LID methods. Therefore, similar to the Proposed Plans, Alternative 1 would not adversely affect conditions with respect to hydrology and water quality and impacts would be less than significant.

Land Use and Planning

Under Alternative 1, development would continue under current planned land use patterns in the City. This alternative would not accommodate the greater building heights, scale and intensity that could occur in portions of the Harbor LA CPAs under the Proposed Plans, especially in areas located near bus stops. As a result, Alternative 1 would be less consistent with RTP/SCS policies related to the provision of high intensity and transit-oriented development as well as with the City's General Plan and Framework Element, Mobility Plan 2035. It would also be inconsistent with the Housing Element, which calls for the CPA to accommodate part of the City's Regional Housing Needs Assessment (RHNA). As discussed under Air Quality, Alternative 1 may implement RTP/SCS, the SCAQMD AQMP, and the City's General Plan Framework Element and Air Quality Element policies related to concentrating development near transit and reducing per capita GHG emissions to a lesser degree than the Proposed Plans since the lower overall development totals may result in increased development elsewhere in the City and incrementally higher per capita GHG emissions, as travel times would increase. Alternative 1 would not include Proposed Plan policies that ensure existing heavy industrial and oil well sites are appropriately buffered from residential areas through landscaping and fencing. Like the Proposed Plans, Alternative 1 would not physically divide an established community or conflict with an applicable habitat conservation plan, natural community conservation plan. Overall, like the Proposed Plans, this alternative would not conflict with existing land use plans and policies or divide a community. Overall, impacts related to land use would be greater under Alternative 1 than the Proposed Plans but would remain less than significant.

Mineral Resources

Alternative 1 would accommodate development consistent with current land use designation and patterns. Alternative 1 would involve no change to planned land use patterns and would involve less overall

development capacity and associated growth than would occur under the Proposed Plans. Neither the Proposed Plans nor Alternative 1 would change extraction activities within the Harbor LA CPAs, resulting in a loss of mineral resources. he Proposed Plans include policies and guidance on balancing oil extraction activities and residential uses, with an emphasis on health effects of oil extraction, but these policies would not affect availability of mineral resources in the Harbor LA CPAs. Therefore, impacts under Alternative 1 would be less than significant and similar to the Proposed Plans.

Noise

Similar to the Proposed Plans, Alternative 1 would include construction activity that would result in temporary increases in ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Sensitive receptors are located throughout the Harbor LA CPAs and could be exposed to noise associated with construction activities related to reasonably anticipated development from the Proposed Plans. Residential uses are the primary sensitive receptors located within the Harbor LA CPAs.

Construction activities occurring in the Harbor LA CPAs are subject to the Regulatory Compliance Measures adopted pursuant to the City's noise ordinances. These measures include:

- Compliance with the Noise Ordinance No. 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

- Compliance with LAMC Section 41.40, which restricts construction activities to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and federal holidays, and prohibits activities on Sundays.

- Compliance with the City's Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City's telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the Los Angeles Department of Building and Safety (LADBS).

- LAMC Chapter 41.40, Section 112.05 establishes performance standards for powered equipment or tools. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 A-weighted decibels (dBA) measured at 50 feet from the noise source. This

restriction holds unless compliance is not technically feasible even with the use of noise "mufflers, shields, sound barriers, and/or other noise reduction devices or techniques."

Compared to the Proposed Plans, duration of construction and use of heavy-duty equipment in the Alternative 1 scenario would be incrementally reduced compared to the Proposed Plans due to reduced overall development potential. Therefore, although the overall impact generated by temporary construction noise under Alternative 1 would be less than that of the Proposed Plans, the impact would remain potentially significant due to the amount of total development that could occur**.**

All construction would be required to comply with the appropriate Regulatory Compliance Measures as well as LAMC Chapter 41.40, Section 112.05. Nevertheless, maximum noise levels generated by construction equipment under Alternative 1 could potentially involve two subterranean levels or more construction durations of 18 months or more, use of large, heavy-duty equipment rated 300 horsepower or greater, or the potential for impact pile driving. In addition, **Mitigation Measure NOI-1** through **MM NOI-6** for the Proposed Plans would not apply. Individual projects requiring additional environmental review may be subject to mitigation measures but impacts from temporary construction noise resulting from implementation of Alternative 1 would be significant and unavoidable and be greater than that of the Proposed Plans.

Any future construction activity, specifically pile driving, could potentially generate vibration exceeding the 90 VdB (decibel notation) threshold for buildings extremely susceptible to building damage (e.g., historical structures). Although mitigation is available to minimize the potential effects of vibration, it cannot be assured that construction-related vibration would not result in building damage. **Mitigation Measure NOI-7** and **NOI-8** would not apply and thus, construction-related vibration would be greater to that of the Proposed Plans, and would result in a significant and unavoidable impact.

Alternative 1 would not be expected to increase operational stationary and mobile noise levels by 3 dBA Community Noise Equivalent Level (CNEL) or more to or within the "normally unacceptable" or clearly unacceptable" categories, or by 5 dBA or more. A 3 dBA increase in noise requires a doubling of noise from the source (i.e., doubling of traffic volume). Impacts related to operational noise levels would be incrementally less than the Proposed Plans under Alternative 1 due to less population growth, and operational noise impacts would be less than significant.

It is not anticipated that new development in the Harbor LA CPAs would involve activities that would result in substantial operational vibration levels (e.g., blasting operations). Like the Proposed Plans, operational groundborne vibration in the vicinity of new development associated with Alternative 1 would be primarily generated by vehicular travel on the local roadways. According to the Federal Transit

Authority Transit Noise and Vibration Impact Assessment guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible. Accounting for additional vehicle trips that would be accommodated by Alternative 1, traffic vibration levels would be similar to existing conditions and not perceptible.

Similar to the Proposed Plans, Alternative 1 would have no impacts related to airport noise.

Population and Housing

The population growth for Alternative 1 is below SCAG's RTP/SCS forecast; however, Alternative 1 would concentrate forecasted growth in an area with a mix of jobs and housing and with good transit access. As such, although it would not implement RTP/SCS policies related to jobs/housing balance and concentrating growth and development near transit to the same degree that the Proposed Plans would, it would not result in significant impacts related to population or housing growth. Alternative 1 would have less potential to displace housing than the Proposed Plans but would also include less replacement housing. Like the Proposed Plans, Alternative 1 would result in an overall increase in housing that would more than offset any housing displacement that may occur. It should be noted, however, that limiting housing development in the Harbor LA CPAs as would occur under Alternative 1 may result in increased housing development elsewhere in the City, which could potentially increase temporary displacement of existing housing in other Los Angeles neighborhoods. Like the Proposed Plans, Alternative 1 would not induce substantial population growth inconsistent with the regional growth plans. Overall, impacts related to population and housing would be less than significant under Alternative 1, and similar to the Proposed Plans.

Public Services

Implementation of Alternative 1 would involve less overall development and associated growth than the Proposed Plans. Nevertheless, the increased growth under either scenario may require additional public facilities to serve new residents. With respect to fire and police services, Alternative 1 and the Proposed Plans would accommodate new development that would increase demand for fire and police protection service. This may result in the need for new or expanded fire and police facilities. Based on the urbanized character of the Harbor LA CPAs, it is anticipated that new or expanded facilities could be built without creating significant environmental impacts. Depending on the location or nature of new facilities, the construction of needed new facilities could potentially result in impacts; however, like the Proposed Plans, those impacts would be consistent with those already identified in this Draft EIR for construction or operations of infill development. Project-specific environmental analysis under CEQA would be required to address any site-specific environmental concerns.

With respect to schools, as summarized in **Table 5.0-2**, residential and non-residential development accommodated by Alternative 1 would result in approximately 18,275 new students in the Harbor LA CPAs by 2040. Of this total, an estimated 9,432 would enroll in elementary school, 2,667 would enroll in middle school, 5,416 would enroll in high school, and 760 would enroll in special day classes. Overall Alternative 1 would result in approximately 19 percent fewer students as compared to the Proposed Plans. As such, Alternative 1 would accommodate development that would increase the student population of the Harbor LA CPAs and would create the need for new or expanded school facilities, but to a lesser extent than the Proposed Plans. As with the Proposed Plans, developers would be required to pay applicable school impact fees. As with the Proposed Plans, any impacts associated with new school construction would be similar to those analyzed and identified in this Draft EIR for other types of development, any site-specific impacts would be speculative and would be addressed by the Los Angeles Unified School District (LAUSD) as part of a project-level CEQA review.

Table 5.0-2
Alternative 1 Anticipated Student Generation in the Harbor LA CPAs

Land Use	Units	Student Generation				
		Elementary School (TK-5)	Middle School (6-8)	High School (9-12)	SDC	Total Students Generated
Residential[1]	39,158 du	8,885	2,393	5,075	760	17,112
Non-Residential[2]	23,991,227 sf	547	273	341	-	1,161
Total Students Generated by Alternative 1		9,432	2,666	5,416	760	**18,273**

Note: du = dwelling units; sf = square feet; TK = Transitional Kindergarten; SDC = Specialized Day Care
Totals may not add up due to rounding.
[1] Student generation rates for residential use is based on Level 1 – 2018 Developer Fee Justification Study for Los Angeles Unified School District (LAUSD 2018). Residential Generation Rates: Elementary: 0.2269/du, Middle School: 0.0611/du, High School: 0.1296 /du, SDC: 0.0194/du
[2] Student generation rates for non-residential use is based on the average of office and retail/service student generation rates for a conservative estimate, taken from the LAUSD Commercial/Industrial Development School Fee Justification Study, September 2010 (LAUSD 2010). Non-residential Generation Rates: Elementary: 0.0228/1,000 sf, Middle School: 0.0114/1,000 sf, High School: 0.0142/1,000 sf. Non-residential uses include commercial, industrial, and public facilities.

With respect to libraries, both Alternative 1 and the Proposed Plans would increase demand for library facilities. However, the City of Los Angeles is well served by library facilities and would not require the construction of new or expanded facilities.

Overall, impacts related to public services would be less than significant under Alternative 1, and less than the Proposed Plans due to the reduction in population compared to the Proposed Plans.

Recreation

Implementation of Alternative 1 would involve less overall development and associated population increases than the Proposed Plans. However, any new development would increase the use of existing park and recreational facilities throughout the City, including in and around adjacent to the Harbor LA CPAs. The City of Los Angeles Public Recreation Plan states that in order to meet long-range local recreational standards, the City should maintain a minimum of two acres of neighborhood facilities and two acres of community recreational facilities for every 1,000 persons, or a combination of neighborhood and community facilities adding up to four acres. Under Alternative 1, the Harbor LA CPAs population is projected to increase to approximately 133,710 residents, thereby reducing the ratio of parks to residents. Developers of residential projects would be required to pay park impact fees, dedicate land, include outdoor amenity spaces, or pay in-lieu Quimby fees to fund new park and recreational facilities. This would partially mitigate impacts related to deterioration of facilities. However, due to the substantial population growth that would result from future development and lack of development capacity for new parks in the Harbor LA CPAs, implementation of Alternative 1 or the Proposed Plans could accelerate the deterioration of existing parks in and around the CPAs. This potential would be incrementally less for Alternative 1. As with the Proposed Plans, Alternative 1 would not be expected to result in the construction of substantial new park acreage. As with the Proposed Plans, impacts related to deterioration of parks would be less but would remain significant and unavoidable.

Transportation and Traffic

With respect to transportation, a significant impact would occur if the total daily VMT per service population under the Proposed Plans, or a proposed alternative, were to increase above the 2019 Baseline Condition or if there is inconsistency with the SCAG RTP/SCS. **Table 5.0-3, Comparison between Existing Traffic Conditions (Harbor LA Plans and Alternative 1)** shows VMT for the 2019 Baseline conditions and 2040 Alternative 1 conditions. As shown in **Table 5.0-3**, compared to the 2019 Baseline conditions, Alternative 1 would result in an increase in VMT per service population in both the Harbor Gateway CPA (18.30 compared to 21.68) and Wilmington-Harbor City CPA (20.34 compared to 21.19). Accordingly, the VMT per service population for the Harbor Gateway CPA under Alternative 1 is more than 15 percent greater than 2019 Plan Baseline Conditions. The Proposed Plans would also increase VMT per Service Population in both the Harbor Gateway CPA (18.30 compared to 22.36) and Wilmington-Harbor City CPA (20.34 compared to 21.75). Given that the VMT per Service Population for both CPAs under the Proposed Plans is more than 15 percent greater than 2019 Plan Baseline Conditions, impacts related to VMT would be greater under the Proposed Plans than under Alternative 1. In addition, development projects under Alternative 1 would be subject to the same City programs aimed at reducing VMT impacts at the local level,

as the Proposed Plans. Therefore, Alternative 1 would have a significant impact with respect to VMT, but impacts would be incrementally less than the Proposed Plans.

Table 5.0-3
Comparison between Existing Traffic Conditions (Harbor LA Plans and Alternative 1)

Transportation Metric	2019 Plan Baseline Conditions		Proposed Plans (2040)		Alternative 1 (2040)	
	Harbor Gateway Conditions	Wilmington-Harbor City Conditions	Harbor Gateway	Wilmington-Harbor City	Harbor Gateway	Wilmington-Harbor City
Total Daily VMT	1,016,662	1,879,339	2,337,332	2,591,888	2,158,108	2,351,361
Total Daily VMT per Service Population	18.30	20.34	22.36	21.75	21.68	21.19

Source: Cambridge Systematics, 2023

Similar to the Proposed Plans, under Alternative 1, freeway safety impacts related to off ramp queuing would be potentially significant due to the increase in overall VMT and trips compared to the 2019 Baseline. Queuing-related safety issues could potentially arise as additional development occurs in the Harbor LA CPAs, although it is anticipated that the City and Caltrans would address any such issues as they arise, it cannot be determined with certainty that queuing-related safety issues would not occur. As a result, Alternative 1 would exacerbate freeway safety impacts related to off ramp queuing. Similar to the Proposed Plans, due to the programmatic nature of the analysis, feasible mitigation cannot be determined at this time. Due to the slightly reduced daily VMT under Alternative 1, impacts would be incrementally less than the Proposed Plans but would remain significant and unavoidable for ramp queuing.

Additionally, since Alternative 1 would result in more overall trips than the 2019 Baseline, it would also increase road congestion, potentially resulting in impacts to emergency services. However, Alternative 1 would not include road reconfigurations that would affect emergency services. Impacts to emergency services would be less than the Proposed Plans and remain less than significant.

Tribal Cultural Resources

As described in **Section 4.4, Cultural Resources**, Los Angeles was traditionally Native American land, and any development activities that include ground disturbance have the potential to significantly impact tribal cultural resources. Effects on tribal cultural resources are only known once a specific development has been proposed because the effects are highly dependent on both the individual development site conditions and the characteristics of the proposed activity. Development accommodated by Alternative 1 and the Proposed

Plans may disturb areas that potentially contain tribal resources. Similar to the Proposed Plans, all future development projects under Alternative 1 would continue to be subject to existing federal, state, and local requirements and discretionary projects, subject to CEQA review would be required to comply with AB 52, which for projects relying on an EIR or an Mitigated Negative Declaration (MND), would require consultation with California Native American tribes. Implementation of **Mitigation Measures CR-1** and **CR-2** in **Section 4.4, Cultural Resources** and **TC-1** and **TC-2** in **Section 4.16, Tribal Cultural Resources,** would reduce the potential to disturb tribal cultural resources. However, this alternative would not be subject to mitigation measures proposed in the Proposed Plans. Therefore, the potential for disturbance of tribal cultural resources would be greater under Alternative 1 than the Proposed Plans and potentially significant. Individual projects that would be subject to additional environmental review may impose mitigation measures to address impacts to tribal cultural resources.

Utilities and Service Systems

Alternative 1 would result in 8,044 fewer housing units (-17 percent), 27,635 fewer residents (-17 percent), and 25,982 fewer jobs (-42 percent) through 2040 than the Proposed Plans. Similar to the Proposed Plans, growth under Alternative 1 would generate increased wastewater. As development occurs in the Harbor LA CPAs, upgrades to water conveyance systems may be required. Local water delivery lines may need to be replaced and upgraded in the vicinity of new development that is substantially more dense than existing development, and it is possible that the construction of new water lines may be necessary to serve new development under Alternative 1. However, if new facilities are determined to be necessary at some point in the future, the construction of such infrastructure would not be expected to result in significant environmental impacts since it typically involves replacement of lines in the same locations as existing lines. Routine infrastructure projects involving replacing or upgrading water distribution facilities, such as trunk lines, generally include the preparation of a Negative Declaration (ND) or MND, and in some cases may possibly qualify for a Categorical Exemption or Statutory Exemption. The environmental impacts of the construction and operation of these new or upgraded facilities are consistent with the impacts that have been evaluated throughout this Draft EIR for other infill development. Specifically, this Draft EIR analyzes anticipated effects of citywide growth related to air quality, noise, traffic, and other environmental impact areas. Any such upgrades would be subject to subsequent environmental review, wherein potential impacts, if any, would be addressed. Therefore, since development under Alternative 1 would be lower than the Proposed Plans, impacts related to the construction of new water conveyance infrastructure and wastewater treatment facilities or expansion of existing facilities under Alternative 1 would be incrementally lower and impacts would be less than significant.

Similarly, development under Alternative 1 would reduce the amount of solid waste produced compared to the Proposed Plans. As a result, solid waste impacts would be less than the Proposed Plans and remain less than significant.

Based on City policy, new water demand is to be met by expanding water recycling and conservation. As under the Proposed Plans, all new development under Alternative 1 would be required to implement applicable water conservation measures. These measures include Water Efficiency Requirements Ordinance, Los Angeles Green Building Code, the most current California Green Building Standard Code, and all applicable regulations in the future. As discussed in **Section 4.15, Utilities and Service Systems**, under the Proposed Plans adequate supply would be available to meet estimated demand of the Harbor LA CPAs during normal and single dry year conditions and multiple dry years up to the year 2040. Therefore, due to the lower development under Alternative 1, there would be lower impacts to overall water supplies available to serve the project and impacts would be less than significant.

Electrical and natural gas supplies are not expected to be adversely affected by development under Alternative 1, but improvements to Harbor LA CPAs' distribution and telecommunication facilities may be needed. Temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Proposed Plans. Overall, impacts related to utilities and service systems would be less than significant under Alternative 1, and incrementally less than the Proposed Plans.

Conclusion

Alternative 1 would include less development capacity overall and thus less growth in the Harbor LA CPAs, as compared to the Proposed Plans. Nevertheless, as with the Proposed Plans, Alternative 1 would result in significant impacts to: cumulatively considerable net increase of criteria pollutant (VOC, PM10, and PM2.5), historic and tribal resources, ambient and ground-borne noise levels, deterioration of parks and recreational facilities, and safety impacts related to off-ramp queuing. Because this alternative would not be subject to mitigation measures included in the Proposed Plans, the level of impact would be greater than the Proposed Plans despite the lower overall intensity of development in the Harbor LA CPAs and would have additional significant and unavoidable impacts to archaeological, paleontological, conformance with state climate action goals, hazardous (contaminated sites), transportation (VMT) and tribal cultural resources.

5.5.2 Alternative 2 – Regional Center Alternative (Harbor Gateway)

Alternative Description

The Regional Center Alternative (Alternative 2) assumes less development in the Regional Center designated areas within the Harbor Gateway CPA. The Regional Center land use designation would not be applied to some of the parcels in the change area and the current zoning would be maintained. Reasonably anticipated development would meet the SCAG RTP 2016 housing, population, and employment projections for the 2040 horizon year. Like the Harbor Gateway Community Plan, development would be focused in the Regional Center Area that is roughly bordered by 182nd Avenue, Figueroa Street, 190th Avenue, Vermont Avenue, and Western Avenue. However, Alternative 2 would result in fewer jobs, housing and population. The proposed land use and zoning considerations under Alternative 2 would further limit warehouse uses, reduce the scale (bulk, height and intensity) of development in the Regional Center with more open space, and lower-density buildings. Residential uses would consist of larger unit sizes with higher bedroom counts for families. These adjustments would be focused on the parcels south of Artesia Boulevard, east of Vermont Avenue, north of 190th Street, and west of the 110 Freeway.

As shown in **Table 5.0-1**, the reasonably anticipated development under Alternative 2 is 46,912 housing units; 160,395 residents; and 58,326 jobs by 2040. Under Alternative 2, anticipated growth in the Harbor Gateway CPA would exceed SCAG's 2040 forecasts. Anticipated growth in the Harbor Gateway CPA would be reduced when compared to that of the Proposed Plans with a reduction in approximately 290 housing units (-1 percent); 950 fewer residents (-1 percent); and 4,013 fewer jobs (-6 percent) through 2040. This reduction would be focused in the Regional Center area.

Alternative 2 was selected for analysis, as it would continue to meet most of the objectives of the Proposed Plans for the Harbor Gateway CPA. However, due to the reduction in projected growth, Alternative 2 would:

- Reduce intensity of development;
- Reduce the development potential around transit stations; and
- Reduce sustainable, equitable, and inclusive residential development; affordable housing units near transit stations; and range of housing typologies and income levels to discourage the displacement of existing residents and communities.

Therefore, Alternative 2 would meet the Primary Objectives to address environmental justice concerns and incompatible land use patterns, revitalize existing commercial areas and create zoning regulations for improved street frontage and pedestrian-oriented design standards, refine the intensity and form of existing commercial areas and create new commercial areas along corridors and at centers in select locations, and maintain stable single- and multi-family residential neighborhoods and add new zoning regulations to add design standards for appropriate neighborhood massing. Alternative 2 would only partially meet the Primary Objectives to create hybrid and light industrial areas that prioritize jobs-producing uses and serve as a buffer between residential and heavy industrial uses, address housing need for all income levels through a tailored base and bonus incentive system and minimize displacement and encourage mixed-use and equitable transit-oriented development at key locations. It would meet all Secondary Objectives except only partially protect existing open space in the Harbor Gateway CPA. Alternative 2 was selected due to the expectation that it would reduce significant and unavoidable impacts associated with the Harbor Gateway CPA such as air quality, noise, and parks.

Impact Analysis

Aesthetics

Compared to existing conditions, both Alternative 2 and the Proposed Plans would generally allow buildings of greater height, scale, and intensity. Both Alternative 2 and the Proposed Plans include height limits in certain areas to promote context-sensitive development. Compared to the Proposed Plans, Alternative 2 reduces the development potential within Regional Center designated areas south of Artesia Boulevard and east of Vermont. Similar to the Proposed Plans, Alternative 2 would still involve substantial visual changes to existing neighborhoods. Because building heights would be similar to those allowed under the Proposed Plans, impacts to scenic vistas would be similar and less than significant. In addition, as with the Proposed Plans, increased development potential may intensify the existing urban character in portions of the Harbor Gateway CPA and add new sources of light and glare. Any new development would be implemented in accordance with applicable state and local plans, policies, and guidelines, including but not limited to the City's General Plan Framework, Conservation Element, Mobility Plan 2035, and provisions of the LAMC as it relates to development standards and visual character. As with the Proposed Plans, development accommodated by Alternative 2 could introduce new sources of light and glare in the Harbor Gateway CPA. Future development would comply with applicable regulations regarding permitted lighting and glare. Similarly, development in the Harbor Gateway CPA accommodated by Alternative 2 may intensify the urban character in specific locations; however, it would be typical of highly urbanized neighborhoods. Overall, development accommodated by Alternative 2 may benefit, and would generally enhance, the visual character of the Harbor Gateway CPA. Therefore, as with the Proposed Plans,

impacts related to aesthetics within the Harbor Gateway CPA would be less than significant and less than the Proposed Plans.

Air Quality

Alternative 2 would result in 290 fewer housing units, 950 fewer residents and 4,013 fewer jobs through 2040 than the Proposed Plans. As such, Alternative 2 would attain to a lesser degree the policy goals of the RTP/SCS, the SCAQMD AQMP, and the City's General Plan Framework Element and Air Quality Element; specifically, the policies and goals related to concentrating development in areas with access to transit. Like the Proposed Plans, Alternative 2 would not increase reasonably anticipated development in the Harbor Gateway CPA in a way that would be inconsistent with SCAG's growth forecasts for the City; therefore, Alternative 2 would not conflict with the AQMP.

Less construction may occur overall under Alternative 2, as compared to the Proposed Plans. Therefore, Alternative 2 would result in lower overall emissions of NO_x, PM10, and PM2.5, but maximum daily emissions may be similar because the nature and magnitude of individual construction projects would be similar and would still exceed regional and local significance thresholds. Similarly, because overall less development would occur under Alternative 2, it is reasonable to assume that operational emissions would be less when compared to the Proposed Plans. Nonetheless, as discussed in **Section 4.2, Air Quality,** and shown in **Table 4.2-12**, future NOx and carbon monoxide (CO) regional emissions from mobile sources under implementation of the Proposed Plans is generally expected to decrease relative to existing emissions. This is largely a result of improvements in vehicular engine efficiency technologies and fuel pollutant concentrations resulting from more stringent statewide regulations that are projected to occur between existing conditions (2019) and 2040. Future VOC, sulfur oxides (SOx), PM10, and PM2.5 emissions would increase, and VOC, PM10, and PM2.5 would exceed applicable SCAQMD thresholds.

Because increasingly stringent state regulations related to energy efficiency and emissions control will continue to apply regardless of whether a plan is adopted, it is reasonable to assume that under Alternative 2 future NOx and CO regional emissions from mobile sources would similarly decrease relative to existing emissions, but VOC, SOx, PM10, and PM2.5 would remain above SCAQMD thresholds. Although these emissions would be lower than the Proposed Plans, **Mitigation Measure AQ-1** through **AQ-9** would be applied to Alternative 2 but would not be expected to reduce impacts to less than significant since emissions would remain above SCAQMD thresholds (see **Section 4.2, Air Quality**). As with the Proposed Plans, impacts related to construction emissions for VOC, PM10, and PM2.5 would remain significant and unavoidable.

Alternative 2 would accommodate 1 percent less housing and 6 percent fewer jobs than the Proposed Plans. Nevertheless, because a significant reduction from the Proposed Plans VOC emissions would be needed to reduce emissions to below the SCAQMD daily threshold, the increase in development in the Harbor Gateway CPA accommodated by Alternative 2 would continue to result in daily emissions of VOC that would exceed the SCAQMD regional significance thresholds due to increased use of consumer products and increased energy demand, similar to the Proposed Plans (see **Section 4.2, Air Quality**). As with the Proposed Plans, impacts related to operational VOC, PM10, and PM2.5 emissions would be significant and unavoidable.

Impacts to sensitive receptors from construction would be potentially significant, but application of **Mitigation Measure AQ-9**, would reduce construction impacts to less than significant, but TAC-related impacts associated with distribution centers and warehouses during operation would remain significant and unavoidable. As with the Proposed Plans, impacts related to odors would be less than significant.

Alternative 2 may result in less development in the Harbor Gateway CPA and thus, lower construction and operational emissions in the CPA, as compared to the Proposed Plans; however, while emissions would be less overall, they would still exceed significance thresholds.

Biological Resources

The Harbor Gateway CPA is urbanized and generally lacks riparian habitat, wetlands, wildlife corridors, and habitat that would support special status plant or animal species. The Dominguez Channel, as well as small portions of parks, open space, trees, and minor urban landscaping are the only sources of biological habitat in and around the Harbor Gateway CPA. Both the Proposed Plans and Alternative 2 prioritize infill development in an already urbanized area of the City, thus minimizing development in areas of potential native biological habitats or wildlife corridors. Although implementation of Alternative 2 would accommodate less development potential and associated growth than the Proposed Plans, development would occur within the same footprint as the Harbor Gateway CPA and would not interfere with natural resources, degrade the sustainability of natural resources in the region, disrupt existing open space, or encroach upon any natural settings. Alternative 2 would not conflict with goals, policies, and programs of the General Plan Framework or the City Conservation Element. Any new development has the potential to disturb nesting birds and or protected trees in the Harbor Gateway CPA. However, future development would be required to adhere to the federal MBTA, CFGC regulations, and the LAMC Tree Preservation Ordinance (177,404). Alternative 2's impacts related to biological resources would be about the same as those of the Proposed Plans and would be less than significant.

Cultural Resources

Compared to the Proposed Plans, Alternative 2 would accommodate less overall development, including in areas where historical resources are present. Therefore, the number of future projects affecting historical resources would likely be smaller and impacts to historical resources from Alternative 2 would be less than that of the Proposed Plans. Future development in the Harbor Gateway CPA would continue to be subject to existing federal, state, and local requirements regarding cultural resources and human remains and discretionary projects may be subject to project-specific mitigation requirements under CEQA. However, although these regulations would provide certain protections for significant historical resources, individual developments allowed by Alternative 2 and the Proposed Plans could potentially cause a substantial adverse change in, or disturbance of, historical resources as defined in *CEQA Guidelines* Section 15064.5. As with the Proposed Plans, impacts to historical resources would be less but would remain significant and unavoidable under Alternative 2.

Similar to the Proposed Plans, Alternative 2 may result in disturbance of areas that potentially contain archaeological resources and/or human remains. As with the Proposed Plans, **Mitigation Measures CR-1** and **CR-2** would be applied, and in combination with existing regulatory requirements, would reduce Alternative 2 impacts to archaeological resources to a less than significant level. Alternative 2 impacts to human remains would be less overall than the Proposed Plans, and less than significant based on compliance with existing regulations.

Energy

Alternative 2 would accommodate less development and associated growth than the Proposed Plans. Alternative 2 would result in 290 fewer housing units (-1 percent), 950 fewer residents (-1 percent), and 4,013 fewer jobs (-6 percent) through 2040. Therefore, it is reasonable to assume that implementation of Alternative 2 would result in less overall energy consumption than the Proposed Plans commensurate with the reduction in population. As discussed in **Section 4.5, Energy,** (**Table 4.5-7** through **Table 4.5-9**) implementation of the Proposed Plans would increase energy consumption in the Harbor Gateway CPA above the 2019 baseline conditions. Although Alternative 2 would result in less energy consumption in the Harbor Gateway CPA, the lower concentration of growth/development in the Harbor Gateway CPA may result in higher levels of growth in other areas of the City or the region where transit availability is lower and per capita VMT is higher. In this way, Alternative 2 may contribute to greater overall regional energy use than the Proposed Plans. Like the Proposed Plans, Alternative 2 would not result in inefficient, wasteful, or unnecessary consumption of energy resources. In addition, neither Alternative 2 nor the Proposed Plans would conflict with applicable federal, state, and local energy conservation policies aimed

at decreasing reliance on fossil fuels and increasing reliance on renewable energy sources. Overall, impacts would be greater than the Proposed Plans, but would remain less than significant under Alternative 2.

Geology and Soils

Alternative 2 would generally accommodate development within the same footprints as the Proposed Plans. Any new development in the Harbor Gateway CPA would be exposed to existing geologic and soil hazards but would not increase the potential for such hazards or create new hazards. Compliance with existing regulatory requirements and policies, including the LAMC and the CBC would reduce impacts from adverse effects related to seismic activity and ground shaking, liquefaction, on or off-site landslides, ground failure; or adverse effects related to expansive soil, or to a geologic unit or soil that is unstable or would become unstable as a result of the project and result in landslide, lateral spreading, liquefaction or collapse. In some cases, future development in the Harbor Gateway CPA may reduce the potential for property damage and/or safety concerns by replacing older structures with new structures built to current seismic standards. Erosion would be addressed through adherence to Best Management Practices (BMPs), as required by the NPDES Construction General Permit and the LAMC. For all geological impacts except paleontological, impacts from Alternative 2 would be the same as the Proposed Plans and would be less than significant.

Similar to the Proposed Plans, Alternative 2 would have the potential to disturb paleontological resources for projects that involve excavation or grading in previously undisturbed soils that contain paleontological resources. Although with less overall development activity, such impacts would be less. **Mitigation Measures GEO-1**, **GEO-2**, and **GEO-3** would be applied to Alternative 2 and would reduce impacts to less than significant. Impacts from Alternative 2 related to paleontological resources would be less than the Proposed Plans and would remain less than significant with mitigation measures.

Greenhouse Gas Emissions

Development under Alternative 2 and the Proposed Plans would generate GHG emissions through individual project construction and operation. GHG emissions would be generated by direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. As shown in **Table 4.7- 8** in **Section 4.7, Greenhouse Gas Emissions**, implementation of the Proposed Plans would result in a 40 percent increase in total GHG emissions in the Harbor Gateway CPA by 2040 as compared to baseline conditions, but a 9 percent decrease in per capita GHG emissions. The decrease in per capita GHG emissions can be attributed to a combination of state-mandated GHG emission reduction strategies and the fact that implementation of the Proposed Plans would lower per capita VMT due to the location of jobs and housing in close proximity to each other and creation of

substantial opportunities to use such transportation modes as transit, bicycling, and walking. Future Harbor Gateway CPA emissions under Alternative 2 would be higher than the baseline and per capita emissions would also be lower. Compared to the Proposed Plans, overall Harbor Gateway CPA emissions would be slightly lower due to the overall reduction in development potential, but per capita emissions would be slightly higher than the Proposed Plans.

It should be noted that because Alternative 2 would accommodate less overall growth in the Harbor Gateway CPA than the Proposed Plans, it may push more population growth to other areas of the City or region where fewer transit options are available and distances between housing, jobs, and services are greater. As a result, accommodating less development in the Harbor Gateway CPA under Alternative 2 may incrementally increase overall citywide or regional GHG emissions related to VMT and Alternative 2 would not be as consistent with AB 32, SB 32, SB 375 (through demonstration of conformance with the RTP/SCS), the Sustainable City pLAn and GreenLA as the Proposed Plans.

Nevertheless, neither Alternative 2 nor the Proposed Plans would conflict with state, regional, or local plans or policies related to GHG emissions or climate change. To the contrary, Alternative 2 and the Proposed Plans would generally implement plans and policies aimed at GHG emissions reduction by accommodating relatively high density, mixed-use development in an area that is well served by transit, thus reducing per capita VMT. Alternative 2's impact would be greater than that of the Proposed Plans, and potentially significant.

Hazards and Hazardous Materials

Like the Proposed Plans, Alternative 2 also includes the Regional Center and Hybrid Industrial designations to separate the heavy industrial uses from the existing residential and commercial uses. As under the Proposed Plans, Alternative 2 would redesignate the areas around 190th Street and Vermont Avenue, and along Dominguez Flood Control Channel from Light Manufacturing, Heavy Manufacturing, Limited Manufacturing to Regional Center. Additionally, parcels near the northwest corner of Redondo Beach Boulevard and Vermont Avenue, and near the intersections of El Segundo and Figueroa Street would be redesignated from Light Manufacturing and Heavy Manufacturing to Hybrid Industrial, increasing the potential for other uses in those areas. Although certain heavy industrial facilities would remain, hazardous materials would continue to be transported through the Harbor Gateway CPA, neither Alternative 2 nor the Proposed Plans would substantially increase hazardous material risks from transport, use or disposal based on the extensive existing regulations of hazardous materials. Consequently, as with the Proposed Plans, impacts related to the routine transport, use, or disposal of hazardous materials or upset or accident conditions involving hazardous materials would be less than significant.

As with the Proposed Plans, redevelopment, renovation, or demolition of structures built before 1979 under Alternative 2 could potentially involve include disturbing asbestos containing materials and/or lead based paint, but compliance with existing regulations would ensure that these materials would not be released into the atmosphere. In addition, future development could potentially occur in Methane Zones and Methane Buffer Zones and near oil wells. Compliance with applicable regulations would reduce such impacts to a less than significant level. Like the Proposed Plans, grading and construction activity could potentially result in the release of soil and/or groundwater contamination. This could potentially affect schools or involve a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. However, with imposition of **Mitigation Measures HAZ-1** and **HAZ-2** to Alternative 2 impacts would be less than significant. Overall impacts associated with Alternative 2 would be similar to, but slightly less than, those of the Proposed Plans since the overall level of development would be lower.

Similar to the Proposed Plans, there would be no or less than significant impacts related to airports, wildfires or emergency management plans because there are no airports, private airstrips, or wildlands in or near the Harbor Gateway CPA and development under Alternative 2 would not interfere with circulation plans or emergency management plans.

Hydrology and Water Quality

Alternative 2 would accommodate slightly less overall development than the Proposed Plans and would not substantially alter drainage patterns or result in substantial erosion, siltation, or flooding on- or off-site. All new development would be subject to federal, state, and local requirements that prevent violations of water quality standards or waste discharge requirements and support the preservation and expansion of pervious surfaces. In addition, any new development projects would be required to incorporate BMPs to manage stormwater and reduce runoff during construction and operation, and industrial sources would be subject to additional stormwater management and discharge requirements under the NPDES program for industrial uses. Compliance with the City's LID Ordinance would further ensure that any future development under Alternative 2 would not require construction of new stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. In the long-term, redevelopment of properties in the Harbor Gateway CPA would improve surface water quality by replacing older development with new development that incorporates LID methods. Overall impacts associated with Alternative 2 would be similar to those of the Proposed Plans and less than significant.

Land Use and Planning

Similar to the Proposed Plans, Alternative 2 would generally allow greater building heights, scale and intensity than currently exists in portions of the Harbor Gateway CPA. Alternative 2 would reduce the development potential near the parcels south of Artesia Boulevard, east of Vermont Avenue, north of 190th Street, and west of the 110 Freeway. Alternative 2 would accommodate urban infill development but to a lesser degree than the Proposed Plans. Like the Proposed Plans, Alternative 2 would be generally consistent with RTP/SCS policies related to the provision of urban infill development as well as with the City's General Plan and Framework Element, Mobility Plan 2035, and the Housing Element. However, as discussed under Air Quality, Alternative 2 would attain to a lesser degree, when compared to the Proposed Plans, the policy goals of the RTP/SCS, the SCAQMD AQMP, and the City's General Plan Framework Element and Air Quality Element; specifically, related to the concentration of development near transit and reducing regional VMT. While Alternative 2 would accommodate less development overall; growth and development may be diverted to other areas of the City, thus increasing the overall regional air pollutant emissions and VMT.

Like the Proposed Plans, Alternative 2 would not physically divide an established community or conflict with an applicable habitat conservation plan or natural community conservation plan. Overall, Alternative 2's impacts would be greater than the Proposed Plans but would be less than significant.

Mineral Resources

Alternative 2 would accommodate less development and associated growth than the Proposed Plans. Neither the Harbor Gateway Plan nor Alternative 2 would change extraction activities within the Harbor Gateway CPA, resulting in a loss of mineral resources. Both Alternative 2 and the Proposed Plans include policies and guidance on balancing oil extraction activities and residential uses, As such, Alternative 2 would result in similar impacts to mineral resources compared to the Proposed Plans and impacts would remain less than significant.

Noise

Similar to the Proposed Plans, Alternative 2 would include construction activity that would result in temporary increases in ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Sensitive receptors are located throughout the Harbor Gateway CPA and could be exposed to noise associated with construction activities related to reasonably anticipated development from the Proposed Plans. Residential uses are the primary sensitive receptors located within the Harbor Gateway CPA.

Mitigation Measures NOI-1 through **NOI-6** would be applied to Alternative 2. Additionally, construction activities occurring in the Harbor Gateway CPA are subject to the Regulatory Compliance Measures adopted pursuant to the City's noise ordinances. These measures include:

- Compliance with the Noise Ordinance No. 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

- Compliance with LAMC Section 41.40, which restricts construction activities to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and federal holidays, and prohibits activities on Sundays.

- Compliance with the City's Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City's telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by LADBS.

- LAMC Chapter 41.40, Section 112.05 establishes performance standards for powered equipment or tools. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 dBA measured at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise "mufflers, shields, sound barriers, and/or other noise reduction devices or techniques."

Any future construction activity, specifically pile driving, could potentially generate vibration exceeding the 90 VdB threshold for buildings extremely susceptible to building damage (e.g., historical structures). Although mitigation is available to minimize the potential effects of vibration, it cannot be assured that construction-related vibration would not result in building damage. Thus, although **Mitigation Measures NOI-7** and **NOI-8** would be imposed on Alternative 2 and would reduce impacts to the degree feasible, Alternative 2 would result in a significant and unavoidable impact related to construction vibration.

Compared to the Proposed Plans, the duration of construction and use of heavy-duty equipment in the Alternative 2 scenario would be less than the Proposed Plans due to reduced overall development potential. Therefore, although the overall impact generated by temporary construction noise under Alternative 2 would be less than that of the Proposed Plans, the impact would remain potentially significant.

Similar to the Proposed Plans, Alternative 2 would not increase operational stationary and mobile noise levels by 3 dBA CNEL or more to or within the "normally unacceptable" or clearly unacceptable"

categories, or by 5 dBA or more. Therefore, impacts related to operational noise levels would be less under Alternative 2 due to less development overall and operational noise impacts would be less than significant.

It is not anticipated that new development in the Harbor Gateway CPA would involve activities that would result in substantial operational vibration (e.g., blasting operations). As with the Proposed Plans, operational groundborne vibration in the vicinity of new development under Alternative 2 would be primarily generated by vehicular travel on the local roadways. According to the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible.[1] Accounting for additional vehicle trips that would be accommodated by the Alternative 2, traffic vibration levels would be similar to existing conditions and not perceptible by sensitive receptors. Therefore, similar to the Proposed Plans, impacts related to operational vibration under Alternative 2 would be less than significant.

Overall, operational and construction impacts from Alternative 2 would be less than those of the Proposed Plans.

Similar to the Proposed Plans, Alternative 2 would have no impacts related to airport noise.

Population and Housing

Anticipated growth in the Harbor Gateway CPA under Alternative 2 would exceed the SCAG's 2040 forecasts by approximately 18,972 persons, 5,857 housing units, and 13,185 jobs. By comparison, projected growth under the Proposed Plans would exceed SCAG's 2040 growth projections for the Harbor Gateway CPA by 19,922 persons, 6,147 dwelling units, and 17,198 jobs. Alternative 2 would increase the development capacity of the Harbor Gateway CPA in a manner generally consistent with SCAG's housing and job projections for the Harbor Gateway CPA. Like the Proposed Plans, Alternative 2 would also concentrate forecasted growth in an area with a mix of jobs and housing and with transit access. While anticipated growth would exceed SCAG's forecasts for the Harbor Gateway CPA, the development reasonably expected to occur under the Proposed Plans would be consistent with SCAG's citywide growth projections, and with City, regional and state policies for housing, economic development, air quality and sustainability, as well as other adopted housing growth policies. Like the Proposed Plans, Alternative 2 would not induce substantial population growth.

Similar to the Proposed Plans, Alternative 2 would not directly result in physical changes that would cause the displacement of a substantial number of people or housing, necessitating the construction of

1 Federal Transit Administration. *Transit Noise and Vibration Impact Assessment*. September 2018.

replacement housing elsewhere. Alternative 2 may cause a temporary reduction in housing stock as new buildings are built in place of older ones or as existing buildings are renovated. However, these impacts would be slightly less than under the Proposed Plans due to less overall development and impacts would be less than significant.

Public Services

With respect to fire and police services, similar to the Proposed Plans, Alternative 2 would increase demand for fire and police protection service in the Harbor Gateway CPA. This may result in the need for new or expanded fire and police facilities. Based on the urbanized character of the Harbor Gateway CPA, it is anticipated that new or expanded facilities could be built without creating significant environmental impacts. Depending on the location or nature of new facilities, the construction of needed new facilities could potentially result in impacts. However, like the Proposed Plans, those impacts would be consistent with those already identified in this Draft EIR for construction or operations. Based on the urban location and the relatively small size of typical facilities, the construction of a new fire facility or expansion of an existing facility would likely qualify for an infill exemption or result in less–than-significant impacts with standard regulatory compliance measures and design features. If required, project-specific environmental analysis under CEQA would address any site-specific environmental concerns. With respect to schools, as summarized in **Table 5.0-4**, residential and non-residential development accommodated by Alternative 2 would result in approximately 22,344 new students in the Harbor LA CPAs by 2040. This is approximately 1 percent fewer students than would be added under the Proposed Plans. Both Alternative 2 and the Proposed Plans would create the need for new or expanded school facilities. However, under either scenario developers would be required to pay school impact fees. As with the Proposed Plans, any impacts associated with new school construction would be similar to those analyzed and identified in this Draft EIR for other types of infill development, any site-specific impacts would be speculative and would be addressed by LAUSD as part of a project-level CEQA review.

Table 5.0-4
Alternative 2 Anticipated Student Generation

Land Use	Units	Student Generation				
		Elementary School (TK-5)	Middle School (6-8)	High School (9-12)	SDC	Total Students Generated
Residential[1]	46,912 du	10,644	2,866	6,080	910	20,501
Non-Residential[2]	38,081,630 sf	868	434	541	-	1,843
Total Students Generated by Alternative 2		11,366	3,300	6,621	910	**22,344**

Note: du = dwelling units; sf = square feet; TK = Transitional Kindergarten; SDC = Specialized Day Care
Totals may not add up due to rounding.

[1] Student generation rates for residential use is based on Level 1 – Developer Fee Justification Study for Los Angeles Unified School District (LAUSD 2018). Residential Generation Rates: Elementary: 0.2269/du, Middle School: 0.0611/du, High School: 0.1296 /du, SDC: 0.0194/du

[2] Student generation rates for non-residential use is based on the average of office and retail/service student generation rates for a conservative estimate, taken from the LAUSD Commercial/Industrial Development School Fee Justification Study, September 2010 (LAUSD 2010). Non-residential Generation Rates: Elementary: 0.0228/1,000 sf, Middle School: 0.0114/1,000 sf, High School: 0.0142/1,000 sf. Non-residential uses include commercial, industrial, and public facilities.

With respect to libraries, both the Proposed Plans and Alternative 2 would increase demand for library facilities. The Harbor Gateway CPA is urbanized, and new facilities would not involve expansion of the urban sphere beyond current boundaries and, thus, there would be no need for new or expanded infrastructure.

As under the Proposed Plans, all existing parks and recreational facilities in the Harbor Gateway CPA would remain under Alternative 2. Demand for existing recreational facilities would increase under the Alternative 2, although at a slightly lower level due to less overall development. Future development under Alternative 2 would be subject to LAMC Sections 12.33 and 17.12, which are part of the City's implementation of the Quimby Act. These ordinances require developers of residential projects (except affordable housing units and second dwelling units) to dedicate land for park and recreation purposes, or pay a fee in lieu thereof, prior to obtaining a permit. The dedication of land for park and recreation purposes or payment of fees would help to offset the demand created by future development. Impacts related to the Alternative 2 resulting in substantial physical deterioration of parks and recreational facilities would be less than the Proposed Plans but would remain significant and unavoidable as the increased population would still increase demand for existing recreational facilities; impacts related to providing new parks and park facilities would be less than significant. For all public service and recreation impacts the impact from Alternative 2 would be less than the Proposed Plans and would remain less than significant; except for deterioration of parks, where the impact would be less but would remain significant and unavoidable.

Transportation and Traffic

With respect to transportation, a significant impact would occur if VMT exceeds either of the following:

1. The Plan results in average VMT per service population for the 2040 Proposed Plans that exceeds 15 percent below the regional average total VMT per service population from 2016 SCAG Region.

2. The Plan results in average total VMT per service population for the 2040 Proposed Plans that exceeds the average total VMT per service population for the Harbor Gateway CPA from 2019 Baseline.

Alternative 2 assumes that future planned growth and mixed-use development is focused along the corridors and would reduce the development potential on the parcels south of Artesia Boulevard, east of Vermont Avenue, north of 190th Street, and west of the 110 Freeway by reducing the scale and density permitted. **Table 5.0-5, Existing Traffic Conditions Comparison between the Proposed Plans and Alternative 2**, shows vehicle trips and VMT for the Proposed Plans (2040) and Alternative 2 (2040). As shown in **Table 5.0-5**, Alternative 2 has a lower VMT per service population (21.72) than the per service population from the 2016 SCAG Region (33.9). VMT per service population under Alternative 2 would result in an increase from the 2019 Plan Baseline VMT, although incrementally less than the Proposed Plans.

The VMT per Service Population of both Alternative 2 and the Proposed Plans are less than the average total VMT per Service Population for the 2016 SCAG Region and greater than the 2019 Baseline for the Proposed Plans. Thus, both Alternative 2 and the Proposed Plans would exceed the City's threshold to determine significant impacts for community plans. However, implementation of Alternative 2 would result in a lower daily VMT and VMT per Service Population than the Proposed Plans. Therefore, Alternative 2 would have a significant impact with respect to VMT and would result in an incrementally less impact than the Proposed Plans.

Table 5.0-5
Existing Traffic Conditions Comparison between the Proposed Plans and Alternative 2

Transportation Metric	Threshold		Proposed Plans (2040)	Alternative 2 (2040)
	2016 SCAG Region Conditions	2019 Plan Baseline Conditions		
Total Daily VMT	908,573,000	2,896,001	4,929,220	4,749,996
Total Daily VMT per Service Population	**33.9**	19.57	22.04	21.72

Source: Cambridge Systematics, 2022

Regarding freeway queuing and safety, the specific concern relates to the possibility that the speed differential between vehicles traveling on a freeway mainline (the I-110, in particular) and vehicles queuing at freeway off-ramps may create the potential for collisions if drivers on the freeway mainline lack sufficient time to slow or stop once they are aware of a queuing situation. Alternative 2 would result in less population growth than the Proposed Plans, and fewer total VMT. As a result, Alternative 2 may result in less vehicles traveling on freeways. As such, Alternative 2 would result in less impacts with regard to transportation safety impacts related to freeway off-ramp queuing. Impacts would also be significant, but slightly less than the Proposed Plans. Additionally, Alternative 2 does not propose any new or altered road configurations that would affect emergency services. Alternative 2 would result in less trips overall compared to the Proposed Plans, reducing road congestion, and decreasing the impact to emergency services. Impacts would be less than the Proposed Plans and would remain less than significant.

Tribal Cultural Resources

Development activities that include ground disturbance have the potential to significantly impact tribal cultural resources. Effects on tribal cultural resources are only known once a specific development has been proposed because the effects are highly dependent on both the individual development site conditions and the characteristics of the proposed activity. Alternative 2 would generally accommodate development in the same areas that could be developed under the Proposed Plans. Although less development is expected under this Alternative which could result in incrementally fewer impacts. Although neither Alternative 2 nor the Proposed Plans includes specific development projects, new development accommodated by either scenario may disturb areas that potentially contain tribal cultural resources. Similar to the Proposed Plans, all future development projects would continue to be subject to existing federal, state, and local requirements and discretionary projects, subject to CEQA review would be required to comply with AB 52, which for projects relying on an EIR, includes consultation with California Native American tribes. **Mitigation Measures CR-1** and **CR-2** in **Section 4.4, Cultural Resources** and **TC-1** and **TC-2** in **Section 4.16, Tribal Cultural Resources**, would be imposed on Alternative 2 and would reduce Alternative 2 impacts to a less than significant level. Therefore, Alternative 2's impact would be less than the Proposed Plans and would be less than significant with mitigation incorporated.

Utilities and Service Systems

Alternative 2 would result in 290 fewer housing units, 950 fewer persons, and 4,013 fewer jobs through 2040 than the Proposed Plans. Similar to the Proposed Plans, growth under Alternative 2 would generate increased wastewater. As development occurs in the Harbor Gateway CPA, upgrades to water conveyance systems may be required. Local water delivery lines may need to be replaced and upgraded in the vicinity of new development that is substantially more dense than existing development, and it is possible that the

construction of new water lines may be necessary to serve new development under Alternative 2. However, if new facilities are determined to be necessary at some point in the future, the construction of such infrastructure would not be expected to result in significant environmental impacts since it typically involves replacement of lines in the same locations as existing lines. Routine infrastructure projects involving replacing or upgrading water distribution facilities, such as trunk lines, generally include the preparation of a ND or MND and in some cases may possibly qualify for a Categorical Exemption or Statutory Exemption. The environmental impacts of the construction and operation of these new or upgraded facilities are consistent with the impacts that have been evaluated throughout this EIR. Specifically, this Draft EIR analyzes anticipated effects of citywide growth related to air quality, noise, traffic, and other environmental impact areas. Therefore, development under Alternative 2 would be lower than the Proposed Plans, and impacts related to the construction of new water conveyance infrastructure and wastewater treatment facilities or expansion of existing facilities under Alternative 2 would be incrementally lower and impacts would be less than significant.

Similarly, development under Alternative 2 would reduce the amount of solid waste produced compared to the Proposed Plans. As a result, solid waste impacts would be less than the Proposed Plans and remain less than significant.

Based on City policy, new water demand is to be met by expanding water recycling and conservation. As under the Proposed Plans, all new development under Alternative 2 would be required to implement applicable water conservation measures. These measures include Water Efficiency Requirements Ordinance, Los Angeles Green Building Code, the most current California Green Building Standard Code, and all applicable regulations in the future. As discussed in **Section 4.17, Utilities and Service Systems,** under the Proposed Plans adequate supply would be available to meet estimated demand of the Harbor Gateway CPA during normal and single dry year conditions and multiple dry years up to the year 2040. Therefore, due to the lower development under Alternative 2, there would be lower impacts to overall water supplies available to serve the project and impacts would be less than significant.

Electrical and natural gas supplies are not expected to be adversely affected by development under Alternative 2, but improvements to the Harbor Gateway CPA's distribution and telecommunication facilities may be needed. Temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Proposed Plans and impacts analyzed in this Draft EIR for infill development. Overall impacts associated with Alternative 2 would be less than the Proposed Plans with less development and demand and would be less than significant.

Conclusion

Alternative 2 would accommodate less development overall and thus accommodate less growth in the Harbor Gateway CPA, as compared to the Proposed Plans. Due to the overall lower development potential under Alternative 2 in comparison to the Proposed Plans, fewer historical resources are likely to be disturbed, and impacts related to historical resources would be less than that of the Proposed Plans. Similarly, reduced development potential under Alternative 2 compared to the Proposed Plans, would result is lesser impacts related to construction and operational air quality and noise, construction vibration, and deterioration of existing parks. Nevertheless, despite accommodating less development potential as compared to the Proposed Plans, Alternative 2 would result in the same impact conclusions as the Proposed Plans in most impact categories. Therefore, while the following significant impacts from the Proposed Plans would be less under Alternative 2, they would remain significant and unavoidable: air quality, historical resources, construction noise and vibration, VMT, transportation safety impacts related to freeway off-ramp queuing, and recreational facilities.

5.5.3 Alternative 3 – Major Commercial Corridors (Wilmington-Harbor City)

Alternative Description

The Major Commercial Corridors Alternative would involve less intense upzoning or increases in density than the Proposed Plans in the Wilmington-Harbor City CPA. It would distribute growth consistently amongst all the commercial corridors of the Wilmington-Harbor City CPA thereby increasing reasonably anticipated development capacity to accommodate new housing, population and jobs based on their existing commercial land use designation. This alternative would involve moderate upzones at locations that differ from those of the Proposed Plans. Generally, this alternative would make the same recommendations as the Proposed Plans but would distribute the growth more evenly across the commercial corridors within the Wilmington-Harbor City CPA as compared to the Proposed Plans where growth would be concentrated along the Pacific Coast Highway between Western Avenue to the Interstate 110 Freeway and along Avalon Boulevard between Opp Street and Harry Bridges Boulevard.

As shown in **Table 5.0-1**, under Alternative 3 the Wilmington-Harbor City CPA is projected to have a population of 94,548 residents, with 27,013 housing units, and 16,414 jobs in 2040. SCAG projects a population of 81,377 residents in 2040 along with 23,239 housing units and 20,280 jobs in the Wilmington-Harbor CPA. Therefore, Alternative 3 would exceed SCAG's population, and housing units growth forecasts in the Wilmington-Harbor City CPA. Alternative 3 would result in 936 less housing units (-2 percent), 3,274 less persons (-2 percent), and 4,927 fewer jobs (-8 percent) by 2040 as compared to the Proposed Plans.

Alternative 3 was selected, as it would continue to meet most of the objectives of the Proposed Plans. However, due to the reduction in projected growth, Alternative 3 would:

- Reduce intensity of development,
- Reduce the development potential around transit stations,
- Reduce sustainable, equitable, and inclusive residential development; affordable housing units near transit stations; and range of housing typologies and income levels to discourage the displacement of existing residents and communities.

Therefore, Alternative 3 would meet the Primary Objectives to address environmental justice concerns and incompatible land use patterns, revitalize existing commercial areas and create zoning regulations for improved street frontage and pedestrian-oriented design standards, refine the intensity and form of existing commercial areas and create new commercial areas along corridors and in select locations, and maintain stable single- and multi-family residential neighborhoods and add new zoning regulations to add design standards for appropriate neighborhood massing. It would also create hybrid industrial areas that prioritize jobs-producing uses and serve as a buffer between residential and heavy industrial uses. Alternative 3 would only partially meet the Primary Objectives to address housing need for all income levels and minimize displacement and encourage mixed-use and equitable transit-oriented development at key locations; through a tailored base and bonus incentive system. It would meet all Secondary Objectives except only partially protect existing open space in the Wilmington-Harbor City CPA. Alternative 3 was selected for analysis due to the expectation that it would reduce significant and unavoidable impacts associated with air quality, noise, and parks in the Wilmington-Harbor City CPA due to reduced population.

Impact Analysis

Aesthetics

Compared to existing conditions, Alternative 3 and the Proposed Plans would generally allow buildings of greater height, scale, and intensity. Both Alternative 3 and the Proposed Plans include height limits in certain areas to promote context-sensitive development. Compared to the Proposed Plans, Alternative 3 reduces the development potential along Wilmington Boulevard, Avalon Boulevard, Lomita Boulevard, Pacific Coast Highway, and Anaheim Street. Similar to the Proposed Plans, Alternative 3 would still involve substantial visual changes to existing neighborhoods. Building heights would be less to those allowed under the Proposed Plans, and therefore, impacts to scenic vistas would be less than the Proposed Plans and less than significant. In addition, as with the Proposed Plans, increased development potential

may intensify the existing urban character in portions of the Wilmington-Harbor City CPA and add new sources of light and glare. Any new development would be implemented in accordance with applicable state and local plans, policies, and guidelines, including but not limited to the City's General Plan Framework, Conservation Element, Mobility Plan 2035, and provisions of the LAMC as it relates to development standards and visual character. As with the Proposed Plans, development accommodated by Alternative 3 could introduce new sources of light and glare in the Wilmington-Harbor City CPA. Future development would comply with applicable regulations regarding permitted lighting and glare. Similarly, development in the Wilmington-Harbor City CPA accommodated by Alternative 3 may intensify the urban character in specific locations; however, it would be typical of highly urbanized neighborhoods. Overall, development accommodated by Alternative 3 may benefit, and would generally enhance, the visual character of the Wilmington-Harbor City CPA. Therefore, as with the Proposed Plans, impacts related to aesthetics would be less than significant.

Air Quality

Alternative 3 would result in 936 fewer housing units, 3,274 fewer residents, and 4,927 fewer jobs through 2040 than the Proposed Plans. As such, it would attain to a lesser degree the policy goals of the RTP/SCS, the SCAQMD AQMP, and the City's General Plan Framework Element and Air Quality Element as well as the Proposed Plans, specifically, the policies and goals related to concentrating development in areas with access to transit and reducing VMT and associated emissions than would the Proposed Plans. Like the Proposed Plans, Alternative 3 would not increase reasonably anticipated development in the Wilmington-Harbor City CPA in a way that would be inconsistent with SCAG's growth forecasts for the City; therefore, Alternative 3 would not conflict with the AQMP.

Less construction may occur overall under Alternative 3, as compared to the Proposed Plans. Therefore, Alternative 3 would result in lower overall emissions of NO_x, PM10, and PM2.5, but maximum daily emissions may be similar because the nature and magnitude of individual construction projects would be similar and would still exceed regional and local significance thresholds. Similarly, because overall less development would occur under Alternative 3, it is reasonable to assume that operational emissions would be less when compared to the Proposed Plans. Nonetheless, as discussed in **Section 4.2, Air Quality**, and shown in **Table 4.2-12**, future NOx and CO regional emissions from mobile sources under implementation of the Proposed Plans is generally expected to decrease relative to existing emissions. This is largely a result of improvements in vehicular engine efficiency technologies and fuel pollutant concentrations resulting from more stringent statewide regulations that are projected to occur between existing conditions (2019) and 2040. Future VOC, SOx, PM10, and PM2.5 emissions would increase, and VOC, PM10, and PM2.5 would exceed applicable SCAQMD thresholds. Because increasingly stringent state regulations related to energy efficiency and emissions control will continue to apply regardless of whether a plan is adopted, it

is reasonable to assume that under Alternative 3 future NOx and CO regional emissions from mobile sources would similarly decrease relative to existing emissions, but VOC, SOx, PM10, and PM2.5 would remain above SCAQMD thresholds. **Mitigation Measure AQ-1** through **AQ-9** would be applied to the Alternative but would not be expected to reduce impacts to less than significant since emissions would remain above SCAQMD thresholds. As with the Proposed Plans, impacts related to construction emissions for VOC, PM10, and PM2.5 would remain significant and unavoidable.

Alternative 3 would accommodate 2 percent less housing and 8 percent fewer jobs than the Proposed Plans. Nevertheless, because a significant reduction from Proposed Plan's VOC emissions would be needed to reduce emissions to below the SCAQMD daily threshold, the increase in development in the Wilmington-Harbor City CPA accommodated by Alternative 3 would continue to result in daily emissions of VOC that would exceed the SCAQMD regional significance thresholds due to increased use of consumer products and increased energy demand, similar to the Proposed Plans. As with the Proposed Plans, impacts related to operational VOC, PM10, and PM2.5 emissions would be significant and unavoidable.

Impacts to sensitive receptors from construction would be potentially significant, but application of **Mitigation Measure AQ-9**, would reduce construction impacts to less than significant, but TAC-related impacts associated with distribution centers and warehouses during operation would remain significant and unavoidable. As with the Proposed Plans, impacts related to odors would be less than significant.

Alternative 3 may result in less development in the Wilmington-Harbor City CPA and thus, lower construction and operational emissions in the CPA, as compared to the Proposed Plans; however, while emissions would be less overall, they would still exceed significance thresholds.

Biological Resources

The Wilmington-Harbor City CPA is urbanized and generally lacks riparian habitat, wetlands, wildlife corridors, and habitat that would support special status plant or animal species. However, Ken Malloy Harbor Regional Park (Harbor Park) is identified as a Significant Ecological Area and contains the 45-acre Machado Lake, a fresh water forested/shrub wetland. The Wilmington-Harbor City CPA also contains small portions of parks, open space, trees, and minor urban landscaping. Harbor Park provides a significant amount of biological habitat in the Wilmington-Harbor City CPA. Alternative 3 would decrease proposed density along the Pacific Coast Highway which runs along the north of the Park compared to the Proposed Plans. Additionally, both the Proposed Plans and Alternative 3 prioritize infill development in an already urbanized area of the City, thus minimizing development in areas of potential native biological habitats or wildlife corridors within Harbor Park. Although implementation of Alternative 3 would accommodate less development potential and associated growth than the Proposed Plans, development would occur within

the same footprint as the Wilmington-Harbor City CPA and would not interfere with natural resources, degrade the sustainability of natural resources, disrupt existing open space, or encroach upon any natural settings. Alternative 3 would not conflict with goals, policies, and programs of the General Plan Framework or the City Conservation Element. Any new development has the potential to disturb nesting birds and or protected trees in the Wilmington-Harbor City CPA. However, future development would be required to adhere to the MBTA, CFGC regulations, and the LAMC Tree Preservation Ordinance (177,404). Alternative 3's impacts related to biological resources would be about the same as those of the Proposed Plans and would be less than significant without implementation mitigation measures.

Cultural Resources

Compared to the Proposed Plans, Alternative 3 would accommodate less overall development, including in areas where historical resources are present. Therefore, the number of future projects affecting historical resources would likely be smaller and impacts to historical resources from Alternative 3 would be less than that of the Proposed Plans. Future development in the Wilmington-Harbor City CPA would continue to be subject to existing federal, state, and local requirements regarding cultural resources and human remains and discretionary projects may be subject to project-specific mitigation requirements under CEQA. However, although these regulations would provide certain protections for significant historical resources, individual developments allowed by Alternative 3 and the Proposed Plans could potentially cause a substantial adverse change in, or disturbance of, historical resources as defined in *CEQA Guidelines* Section 15064.5. As with the Proposed Plans, impacts to historical resources would be less but would remain significant and unavoidable under Alternative 3.

Similar to the Proposed Plans, Alternative 3 may result in disturbance of areas that potentially contain archaeological resources and/or human remains. As with the Proposed Plans, **Mitigation Measures CR-1** and **CR-2** would be applied, and in combination with existing regulatory requirements, would reduce Alternative 3 impacts to archaeological resources to a less than significant level. Alternative 3 impacts to human remains would be less overall than the Proposed Plans, and less than significant based on compliance with existing regulations.

Energy

Alternative 3 would accommodate less development and associated growth than the Proposed Plans. Alternative 3 would result in 936 fewer housing units (-2 percent), 3,274 fewer residents (-2 percent), and 4,927 (-8 percent) fewer jobs through 2040. Therefore, it is reasonable to assume that implementation of Alternative 3 would result in less overall energy consumption than the Proposed Plans commensurate with the reduction in population. As discussed in **Section 4.5, Energy**, (**Table 4.5-7** through **Table 4.5-9**)

implementation of the Proposed Plans would increase energy consumption in the overall Harbor LA CPAs above 2019 baseline conditions. Furthermore, per capita transportation energy, electricity and natural gas consumption would be greater in 2040 as compared to 2019 baseline conditions. However, because Alternative 3 would result in reduced development intensity around transit, Alternative 3 would result in an increase in VMT compared to the Proposed Plans and 2019 baseline conditions; and impacts would be significant and unavoidable. As a result, Alternative 3 may contribute to greater overall regional energy use than would the Proposed Plans. Like the Proposed Plans, however, Alternative 3 would not result in inefficient, wasteful, or unnecessary consumption of energy resources. In addition, neither Alternative 3 nor the Proposed Plans would conflict with applicable federal, state, and local energy conservation policies aimed at decreasing reliance on fossil fuels and increasing reliance on renewable energy sources. Overall, impacts would be greater than the Proposed Plans, but would remain less than significant.

Geology and Soils

Alternative 3 would generally accommodate development within the same footprints as the Proposed Plans. Any new development in the Wilmington-Harbor City CPA would be exposed to existing geologic and soil hazards but would not increase the potential for such hazards or create new hazards. Compliance with existing regulatory requirements and policies, including the LAMC and the CBC would reduce impacts from adverse effects related to seismic activity and ground shaking, liquefaction, on or off-site landslides, ground failure; or adverse effects related to expansive soil, or to a geologic unit or soil that is unstable or would become unstable as a result of the project and result in landslide, lateral spreading, liquefaction or collapse. In some cases, future development in the Wilmington-Harbor City CPA may reduce the potential for property damage and/or safety concerns by replacing older structures with new structures built to current seismic standards. Erosion would be addressed through adherence to BMPs, as required by the NPDES Construction General Permit and the LAMC. For all geological impacts except paleontological, impacts from Alternative 3 would be the same as the Proposed Plans and would be less than significant.

Similar to the Proposed Plans, Alternative 3 would have the potential to disturb paleontological resources for projects that involve excavation or grading in previously undisturbed soils that contain paleontological resources. Although with less overall development activity, such impacts would be less. **Mitigation Measures GEO-1**, **GEO-2**, and **GEO-3** would be applied to Alternative 3 and would reduce impacts to less than significant. Impacts from Alternative 3 related to paleontological resources would be less than the Proposed Plans and would remain less than significant with mitigation measures.

Greenhouse Gas Emissions

Development under Alternative 3 and the Proposed Plans would generate GHG emissions through individual project construction and operation. GHG emissions would be generated by direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation. As shown in **Table 4.7- 8** in **Section 4.7, Greenhouse Gas Emissions**, implementation of the Proposed Plans would result in a 40 percent increase in total GHG emissions in the Harbor LA CPAs by 2040 as compared to baseline conditions, but a 9 percent reduction in per capita GHG emissions. The reduction in per capita GHG emissions can be attributed to a combination of state-mandated GHG emission reduction strategies and the fact that implementation of the Proposed Plans would lower per capita VMT due to the location of jobs and housing in close proximity to each other and creation of substantial opportunities to use such transportation modes as transit, bicycling, and walking. Due to the reduced development potential and reduced population growth, future overall Wilmington-Harbor City CPA emissions would be higher than baseline emissions and that per capita emissions would also be lower under Alternative 3. Compared to what would occur under the Proposed Plans, overall, the Wilmington-Harbor City CPA emissions would be slightly lower due to the overall reduction in development potential, but per capacity emissions would be slightly higher than the Proposed Plans.

It should be noted that because Alternative 3 would accommodate less overall growth in the Wilmington-Harbor City CPA than the Proposed Plans would, it may push more population growth to other areas of the City or region where fewer transit options are available and distances between housing, jobs, and services are greater. As a result, accommodating less development in the Wilmington-Harbor City CPA under Alternative 3 may incrementally increase overall citywide or regional GHG emissions related to VMT and Alternative 3 would not be as consistent with AB 32, SB 32, SB 375 (through demonstration of conformance with the RTP/SCS), the Sustainable City pLAn and GreenLA as the Proposed Plans.

Nevertheless, neither Alternative 3 nor the Proposed Plans would conflict with state, regional, or local plans or policies related to GHG emissions or climate change. To the contrary, Alternative 3 and the Proposed Plans would generally implement plans and policies aimed at GHG emissions reduction by accommodating relatively high density, mixed-use development in an area that is well served by transit, thus reducing per capita VMT. Alternative 3's impact would be greater than that of the Proposed Plans, though it would still be less than significant.

Hazards and Hazardous Materials

Like the Proposed Plans, Alternative 3 also includes the Light Industrial and Hybrid Industrial designations to separate the heavy industrial uses from the existing residential and commercial uses. As

under the Proposed Plans, Alternative 3 would redesignate the areas around Anaheim Street and Broad Avenue, and along Harry Bridges Boulevard to Light Manufacturing and Hybrid Industrial, increasing the potential for other uses in those areas and creating a buffer between residential and heavy industrial uses. Although certain heavy industrial facilities would remain, hazardous materials would continue to be transported through the Wilmington-Harbor City CPA, neither Alternative 3 nor the Proposed Plans would substantially increase hazardous material risks from transport, use or disposal based on the extensive existing regulations of hazardous materials. Consequently, as with the Proposed Plans, impacts related to the routine transport, use, or disposal of hazardous materials or upset or accident conditions involving hazardous materials would be less than significant.

As with the Proposed Plans, redevelopment, renovation, or demolition of structures built before 1979 under Alternative 3 could potentially involve include disturbing asbestos containing materials and/or lead based paint, but compliance with existing regulations would ensure that these materials would not be released into the atmosphere. In addition, future development could potentially occur in Methane Zones and Methane Buffer Zones and near oil wells. Compliance with applicable regulations would reduce such impacts to a less than significant level. Like the Proposed Plans, grading and construction activity could potentially result in the release of soil and/or groundwater contamination. This could potentially affect schools or involve a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. However, with imposition of **Mitigation Measure HAZ-1** and **HAZ-2** to Alternative 3 impacts would be less than significant. Overall impacts associated with Alternative 3 would be similar to, but slightly less than, those of the Proposed Plans since the overall level of development would be lower.

Similar to the Proposed Plans, there would be no or less than significant impacts related to airports, wildfires or emergency management plans because there are no airports, private airstrips, or wildlands in or near the Wilmington-Harbor City CPA and development under Alternative 3 would not interfere with circulation plans or emergency management plans.

Hydrology and Water Quality

The Wilmington-Harbor City CPA is urbanized and almost entirely paved and developed, with the exception of parks, green spaces such as Ken Malloy Harbor Regional Park. Alternative 3 would accommodate slightly less overall development than the Proposed Plans and would not substantially alter drainage patterns or result in substantial erosion, siltation, or flooding on- or off-site. All new development would be subject to federal, state, and local requirements that prevent violations of water quality standards or waste discharge requirements and support the preservation and expansion of pervious surfaces. In addition, any new development projects would be required to incorporate BMPs to manage stormwater

and reduce runoff during construction and operation, and industrial sources would be subject to additional stormwater management and discharge requirements under the NPDES program for industrial uses. Compliance with the City's LIDOrdinance would further ensure that any future development under Alternative 3 would not require construction of new stormwater drainage facilities and or expansion of existing facilities beyond specific improvements needed for individual development projects. In the long-term, redevelopment of properties in the Wilmington-Harbor City CPA would improve surface water quality by replacing older development with new development that incorporates LID methods. Overall impacts associated with Alternative 3 would be similar to those of the Proposed Plans and less than significant.

Land Use and Planning

Similar to the Proposed Plans, Alternative 3 would generally allow greater building heights, scale and intensity than currently exists in portions of the Wilmington-Harbor City CPA. Alternative 3 would reduce the development potential along Wilmington Boulevard, Avalon Boulevard, Lomita Boulevard, Pacific Coast Highway, and Anaheim Street. Alternative 3 would accommodate urban infill development near transit, but to a lesser degree than the Proposed Plans. Like the Proposed Plans, Alternative 3 would be generally consistent with RTP/SCS policies related to the provision of urban infill development near transit as well as with the City's General Plan and Framework Element, Mobility Plan 2035, and the Housing Element. However, as discussed under Air Quality, Alternative 3 would attain to a lesser degree, when compared to the Proposed Plans, the policy goals of the RTP/SCS, the SCAQMD AQMP, and the City's General Plan Framework Element and Air Quality Element; specifically, related to the concentration of development near transit and reducing regional VMT. While Alternative 3 would accommodate less development overall; growth and development may be diverted to other areas of the City, thus increasing the overall regional air pollutant emissions and VMT. Alternative 3 would include the Proposed Plans policies that ensure existing heavy industrial and oil well sites are appropriately buffered from residential areas through landscaping and fencing. Like the Proposed Plans, Alternative 3 would not physically divide an established community or conflict with an applicable habitat conservation plan or natural community conservation plan. Overall, Alternative 3's impacts would be greater than the Proposed Plans but would be less than significant.

Mineral Resources

Alternative 3 would accommodate less development and associated growth than the Proposed Plans. Therefore, it is reasonable to assume that implementation of Alternative 3 would result in less overall land and consumption as a result of less growth, covering less mineral resource extraction opportunities than

the Proposed Plans. As such, Alternative 3 would result in reduced impacts to mineral resources compared to the Proposed Plans and remain less than significant.

Noise

Similar to the Proposed Plans, Alternative 3 would include construction activity that would result in temporary increases in ambient noise levels on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Sensitive receptors are located throughout the Wilmington-Harbor City CPA and could be exposed to noise associated with construction activities related to reasonably anticipated development from the Proposed Plans. Residential uses are the primary sensitive receptors located within the Wilmington-Harbor City CPA.

Mitigation Measures NOI-1 through **NOI-6** would be applied to Alternative 3. Additionally, construction activities occurring in the Wilmington-Harbor City CPA are subject to the Regulatory Compliance Measures adopted pursuant to the City's noise ordinances. These measures include:

- Compliance with the Noise Ordinance No. 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

- Compliance with LAMC Section 41.40, which restricts construction activities to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday and federal holidays, and prohibits activities on Sundays.

- Compliance with the City's Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City's telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the LADBS.

- LAMC Chapter 41.40, Section 112.05 establishes performance standards for powered equipment or tools. The maximum allowable noise level for most construction equipment within 500 feet of any residential zone is 75 dBA measured at 50 feet from the noise source. This restriction holds unless compliance is not technically feasible even with the use of noise "mufflers, shields, sound barriers, and/or other noise reduction devices or techniques."

Any future construction activity, specifically pile driving, could potentially generate vibration exceeding the 90 VdB threshold for buildings extremely susceptible to building damage (e.g., historical structures). Although mitigation is available to minimize the potential effects of vibration, it cannot be assured that construction-related vibration would not result in building damage. Thus, although **Mitigation Measures NOI-7** and **NOI-8** would be imposed on Alternative 3 and would reduce impacts to the degree feasible, Alternative 3 would result in a significant and unavoidable impact related to construction vibration.

Compared to the Proposed Plans, duration of construction and use of heavy-duty equipment in the Alternative 3 scenario would be less than the Proposed Plans due to reduced overall development potential. Therefore, although the overall impact generated by temporary construction noise under Alternative 3 would be less than that of the Proposed Plans, the impact would remain potentially significant.

Similar to the Proposed Plans, Alternative 3 would not increase operational stationary and mobile noise levels by 3 dBA CNEL or more to or within the "normally unacceptable" or clearly unacceptable" categories, or by 5 dBA or more. Therefore, impacts related to operational noise levels would be less under Alternative 3 due to less development overall and operational noise impacts would be less than significant.

It is not anticipated that new development in the Wilmington-Harbor City CPA would involve activities that would result in substantial operational vibration (e.g., blasting operations). As with the Proposed Plans, operational groundborne vibration in the vicinity of new development under Alternative 3 would be primarily generated by vehicular travel on the local roadways. According to the FTA Transit Noise and Vibration Impact Assessment guidance document, rubber tires and suspension systems dampen vibration levels from trucks to a level that is rarely perceptible.[2] Accounting for additional vehicle trips that would be accommodated by the Alternative 3, traffic vibration levels would be similar to existing conditions and not perceptible by sensitive receptors. Therefore, similar to the Proposed Plans, impacts related to operational vibration under Alternative 3 would be less than significant.

Overall, operational and construction impacts from Alternative 3 would be less than those of the Proposed Plans.

Similar to the Proposed Plans, Alternative 3 would have no impacts related to airport noise.

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2 Federal Transit Administration. *Transit Noise and Vibration Impact Assessment.* September 2018. Available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed December 15, 2022.

Population and Housing

Anticipated growth in the Wilmington-Harbor City CPA under Alternative 3 would exceed SCAG's 2040 forecasts by approximately 13,171 persons, 3,774 housing units, but would fall short of SCAG's employment projections by 3,866 jobs. Projected growth under the Proposed Plans would exceed SCAG's 2040 growth projections by 16,445 persons, 4,710 dwelling units, and 1,061 jobs. Alternative 3 would increase the development capacity of the Wilmington-Harbor City CPA in a manner generally consistent with SCAG's housing and job projections for the Wilmington-Harbor City CPA. Like the Proposed Plans, Alternative 3 would also concentrate forecasted growth in an area with a mix of jobs and housing and with transit access. While anticipated growth would exceed SCAG's forecasts for the Wilmington-Harbor City CPA, the development reasonably expected to occur under the Proposed Plans would be consistent with SCAG's citywide growth projections, and with City, regional and state policies for housing, economic development, air quality and sustainability, as well as other adopted housing growth policies. Like the Proposed Plans, Alternative 3 would not induce substantial population growth inconsistent with regional growth plans.

Similar to the Proposed Plans, Alternative 3 would not directly result in physical changes that would cause the displacement of a substantial number of people or housing, necessitating the construction of replacement housing elsewhere. Alternative 3 may cause a temporary reduction in housing stock as new buildings are built in place of older ones or as existing buildings are renovated. However, these impacts would be slightly less than under the Proposed Plans due to less overall development and impacts would be less than significant.

Public Services

With respect to fire and police services, as under the Proposed Plans, Alternative 3 would increase demand for fire and police protection service in the Wilmington-Harbor City CPA. This may result in the need for new or expanded fire and police facilities. Based on the urbanized character of the Wilmington-Harbor City CPA, it is anticipated that new or expanded facilities could be built without creating significant environmental impacts. Depending on the location or nature of new facilities, the construction of needed new facilities could potentially result in impacts. However, like the Proposed Plans, those impacts would be consistent with those already identified in this Draft EIR for construction or operations. Project-specific environmental analysis under CEQA would be required to address any site-specific environmental concerns. With respect to schools, as summarized in **Table 5.0-6**, residential and non-residential development accommodated by Alternative 3 would result in approximately 22,062 new students in the Harbor LA CPAs by 2040. This is approximately 2 percent fewer students than would be added under the Proposed Plans. Both Alternative 3 and the Proposed Plans would create the need for new or expanded

school facilities. However, under either scenario developers would be required to pay school impact fees. As with the Proposed Plans, any impacts associated with new school construction would be similar to those analyzed and identified in this Draft EIR for other types of infill development, any site-specific impacts would be speculative and would be addressed by LAUSD as part of a project-level CEQA review.

Table 5.0-6
Alternative 3 Anticipated Student Generation in the Wilmington-Harbor City CPA

Land Use	Units	Student Generation				
		Elementary School (TK-5)	Middle School (6-8)	High School (9-12)	SDC	Total Students Generated
Residential[1]	46,266 du	10,498	2,827	5,996	898	20,218
Non-Residential[2]	38,091,233 sf	868	434	541	-	1,844
Total Students Generated by Alternative 3		11,366	3,261	6,537	898	**22,062**

Note: du = dwelling units; sf = square feet; TK = Transitional Kindergarten; SDC = Specialized Day Care
Totals may not add up due to rounding.

[1] Student generation rates for residential use is based on Level 1 – Developer Fee Justification Study for Los Angeles Unified School District (LAUSD 2017d). Residential Generation Rates: Elementary: 0.2269/du, Middle School: 0.0611/du, High School: 0.1296 /du, SDC: 0.0194/du

[2] Student generation rates for non-residential use is based on the average of office and retail/service student generation rates for a conservative estimate, taken from the LAUSD Commercial/Industrial Development School Fee Justification Study, September 2010 (LAUSD 2010). Non-residential Generation Rates: Elementary: 0.0228/1,000 sf, Middle School: 0.0114/1,000 sf, High School: 0.0142/1,000 sf. Non-residential uses include commercial, industrial, and public facilities.

With respect to libraries, both the Proposed Plans and Alternative 3 would increase demand for library facilities. The Wilmington-Harbor City CPA is urbanized, and new facilities would not involve expansion of the urban sphere beyond current boundaries and, thus, there would be no need for new or expanded infrastructure.

As under the Proposed Plans, all existing parks and recreational facilities in the Wilmington-Harbor City CPA would remain under Alternative 3. Demand for existing recreational facilities would increase under the Alternative 3, although at a slightly lower level due to less overall development. Future development under Alternative 3 would be subject to LAMC Sections 12.33 and 17.12, which are part of the City's implementation of the Quimby Act. These ordinances require developers of residential projects (except affordable housing units and second dwelling units) to dedicate land for park and recreation purposes, or pay a fee in lieu thereof, prior to obtaining a permit. The dedication of land for park and recreation purposes or payment of fees would help to offset the demand created by future development. Impacts related to the Alternative 3 resulting in substantial physical deterioration of parks and recreational facilities would be less than the Proposed Plans but would remain significant and unavoidable as the increased population

would still increase demand for existing recreational facilities; impacts related to providing new parks and park facilities would be less than significant. For all public service and recreation impacts the impact from Alternative 3 would be less than the Proposed Plans and would remain less than significant; except for deterioration of parks, where the impact would be less but would remain significant and unavoidable.

Transportation and Traffic

With respect to transportation, a significant impact would occur if VMT exceeds either of the following:

1. The Plan results in average VMT per service population for the 2040 Proposed Plans that exceeds 15 percent below the regional average total VMT per service population from 2016 SCAG Region.

2. The Plan results in average total VMT per service population for the 2040 Proposed Plans that exceeds the average total VMT per service population for the Wilmington-Harbor City CPA from 2019 Baseline.

Alternative 3 assumes that future planned growth and mixed-use development is focused along the corridors and would reduce the development potential on the parcels south of Artesia Boulevard, east of Vermont Avenue, north of 190th Street, and west of the 110 Freeway by reducing the scale and density permitted. **Table 5.0-7, Existing Traffic Conditions Comparison between the Proposed Plans and Alternative 3,** shows vehicle trips and VMT for the Proposed Plans (2040) and Alternative 3 (2040). As shown in **Table 5.0-7**, Alternative 3 has lower VMT per service population (21.72) than the per service population from the 2016 SCAG Region (33.9). VMT per service population under Alternative 3 would be 21.72, while the 2019 Plan Baseline VMT per service population is 22.46.

Given that service population VMT for the Alternative 3 is more than 15 percent below the 2016 SCAG Region and the service population VMT is lower than the 2019 Baseline for the Proposed Plans, Alternative 3 would have a less than significant impact with respect to VMT and would result in fewer impacts than the Proposed Plans.

Table 5.0-7
Existing Traffic Conditions Comparison between the Proposed Plans and Alternative 3

Transportation Metric	Threshold		Proposed Plans (2040)	Alternative 3 (2040)
	2016 SCAG Region Conditions	2019 Plan Baseline Conditions		
Total Daily VMT	908,573,000	2,896,001	4,929,220	4,688,693
Total Daily VMT per Service Population	**33.9**	19.57	22.04	21.72

Source: Cambridge Systematics, 2023

Regarding freeway queuing and safety, the specific concern relates to the possibility that the speed differential between vehicles traveling on the freeway mainline (the I-110, in particular) and vehicles queuing at freeway off-ramps may create the potential for collisions if drivers on the freeway mainline lack sufficient time to slow or stop once they are aware of a queuing situation. Alternative 3 would result in less population growth than the Proposed Plans. As a result, Alternative 3 may result in less vehicles traveling on freeways. As such, Alternative 3 would result in less impacts with regard to transportation safety impacts related to freeway off-ramp queuing. Impacts would also be significant, but and slightly less than the Proposed Plans. Additionally, Alternative 3 does not propose any road configurations that would affect emergency services. Alternative 3 would result in less trips overall compared to the Proposed Plans, reducing road congestion, and decreasing the impact to emergency services. Impacts would be less than the Proposed Plans and would remain less than significant.

Tribal Cultural Resources

Development activities that include ground disturbance have the potential to significantly impact tribal cultural resources. Effects on tribal cultural resources are only known once a specific development has been proposed because the effects are highly dependent on both the individual development site conditions and the characteristics of the proposed activity. Alternative 3 would generally accommodate development in the same areas that could be developed under the Proposed Plans. Although less development is expected under this Alternative which could result in incrementally fewer impacts. Although neither Alternative 3 nor the Proposed Plans includes specific development projects, new development accommodated by either scenario may disturb areas that potentially contain tribal resources. Similar to the Proposed Plans, all future development projects would continue to be subject to existing federal, state, and local requirements and discretionary projects, subject to CEQA review would be required to comply with AB 52, which for projects relying on an EIR, includes consultation with California Native American tribes. **Mitigation Measures CR-1** and **CR-2** in **Section 4.4, Cultural Resources** and **TC-1** and **TC-2** in **Section 4.16, Tribal Cultural Resources**, would be imposed on Alternative 3 and would reduce Alternative 3 impacts to a less than significant level. Therefore, similar to the Proposed Plans, Alternative 3's impact would be less than the Proposed Plans and would be less than significant with mitigation incorporated.

Utilities and Service Systems

Alternative 3 would result in 936 fewer housing units, 3,274 fewer persons, and 4,927 fewer jobs through 2040 than the Proposed Plans. As under the Proposed Plans, growth under Alternative 3 would generate increased wastewater. As development occurs in the Wilmington-Harbor City CPA, upgrades to water conveyance systems may be required. Local water delivery lines may need to be replaced and upgraded in the vicinity of new development that is substantially more dense than existing development, and it is

possible that the construction of new water lines may be necessary to serve new development under Alternative 3. However, if new facilities are determined to be necessary at some point in the future, the construction of such infrastructure would not be expected to result in significant environmental impacts since it typically involves replacement of lines in the same locations as existing lines. Routine infrastructure projects involving replacing or upgrading water distribution facilities, such as trunk lines, generally include the preparation of a ND or MND and in some cases may possibly qualify for a Categorical Exemption or Statutory Exemption. The environmental impacts of the construction and operation of these new or upgraded facilities are consistent with the impacts that have been evaluated throughout this EIR. Specifically, this Draft EIR analyzes anticipated effects of citywide growth related to air quality, noise, traffic, and other environmental impact areas. Therefore, since development under Alternative 3 would be lower than under the Proposed Plans, impacts related to the construction of new water conveyance infrastructure and wastewater treatment facilities or expansion of existing facilities under Alternative 3 would be incrementally lower and impacts would be less than significant.

Similarly, development under Alternative 3 would reduce the amount of solid waste produced compared to the Proposed Plans. As a result, solid waste impacts would be less than the Proposed Plans and remain less than significant.

Based on City policy, new water demand is to be met by expanding water recycling and conservation. As under the Proposed Plans, all new development under Alternative 3 would be required to implement applicable water conservation measures. These measures include Water Efficiency Requirements Ordinance, Los Angeles Green Building Code, the most current California Green Building Standard Code, and all applicable regulations in the future. As discussed in **Section 4.17, Utilities and Service Systems**, under the Proposed Plans adequate supply would be available to meet estimated demand of the Wilmington-Harbor City CPA during normal and single dry year conditions and multiple dry years up to the year 2040. Therefore, due to the lower development under Alternative 3, there would be lesser impacts to overall water supplies available to serve the project and impacts would be less than significant.

Electrical and natural gas supplies are not expected to be adversely affected by development under Alternative 3, but improvements to Wilmington-Harbor City CPA's distribution and telecommunication facilities may be needed. Temporary traffic, air quality, and noise impacts associated with construction of such improvements would be within the parameters described for the Proposed Plans and impacts analyzed in this Draft EIR for infill development. Overall impacts associated with Alternative 3 would be less than the Proposed Plans with less development and demand; and would be less than significant.

Conclusion

Alternative 3 would accommodate less development overall and thus accommodate less growth in the Wilmington-Harbor City CPA, as compared to the Proposed Plans. Due to the overall lower development potential under Alternative 3 in comparison to the Proposed Plans, fewer historical resources are likely to be disturbed, and impacts related to historical resources would be less than that of the Proposed Plans. Similarly, reduced development potential under Alternative 3 compared to the Proposed Plans would result in lesser impacts related to construction and operational air quality and noise, construction vibration, and deterioration of existing parks. Nevertheless, despite accommodating less development potential as compared to the Proposed Plans, Alternative 3 would result in the same impact conclusions as the Proposed Plans in most impact categories. However, Alternative 3 would result in a significant VMT impact, similar to the Proposed Plans. Therefore, while the following significant impacts from the Proposed Plans would be less under Alternative 3, they would remain significant and unavoidable: historical resources, air quality, construction noise and vibration, transportation safety impacts related to freeway off-ramp queuing, and recreational facilities.

5.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires identification of the environmentally superior alternative among the options studied. In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project Alternative (Alternative 1) is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

As shown in **Table 5.0-8, Impact Comparison of Alternatives**, Alternatives 1, 2, and 3 would all incrementally reduce impacts for multiple issue areas compared to the Proposed Plans. This is because Alternatives 1, 2, and 3 would all reduce overall development levels in the Harbor LA CPAs. However, of the alternatives, the only alternative that would reduce a significant impact of the Proposed Plans is Alternative 3 which would result in a less than significant VMT impact compared to a significant and unavoidable VMT impact for the Proposed Plans. Alternative 1 would include the lowest overall level of growth and development in the Harbor LA CPAs. However, because Alternative 1 would not be subject to the mitigation measures proposed in the Proposed Plans, it may result in higher greater overall impacts than the Proposed Plans for certain issues. In addition, by limiting growth in the Harbor LA CPAs, Alternative 1 could cause more forecasted growth and associated development to occur in other areas of the City or region that have less access to transit and longer distances between housing, jobs, and services. In this way, Alternative 1 may also result in greater overall regional VMT and associated air pollutants and GHG emissions.

Based on the ability to reduce environmental impacts and meet project objectives, the Major Corridors Alternative (Alternative 3) is the Environmentally Superior Alternatives for the respective CPAs.

Table 5.0-8
Impact Comparison of Alternatives

Resource Area	Alternatives		
	Regional Center	Major Corridors	No Project
Aesthetics	**-**	**-**	**+**
Impact 4.1-1: Have a substantial adverse effect on a scenic vista.	=	=	+
Impact 4.1-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	=	=	+
Impact 4.1-3: In urbanized areas, conflict with applicable zoning and other regulations governing scenic quality, or where it proposes to change the applicable zoning and other regulations governing scenic quality would it degrade the visual character of the Harbor LA CPAs and its surrounding area.	-	-	+
Impact 4.1-4: Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.	-	-	=
Air Quality	**-**	**-**	**+**
Impact 4.2-1: Conflict with or obstruct implementation of the applicable air quality plan	-	-	-
Impact 4.2-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.	-	-	+
Impact 4.2-3: Expose sensitive receptors to substantial pollutant concentrations.	-	-	+
Impact 4.2-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	-	-	+
Biological Resources	**=**	**=**	**=**
Impact 4.3-1: Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by CDFW or USFWS	=	=	=
Impact 4.3-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS	=	=	=
Impact 4.3-3: Have a substantial adverse effect on federally protected wetlands, as defined by CWA Section 404 (including, but not limited to, marsh, and vernal pools) through direct removal, filling, hydrological interruption, or other means.	=	=	=
Impact 4.3-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.	=	=	=
Impact 4.3-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	=	=	=
Impact 4.3-6: Conflict with the provisions of an adopted habitat conservation plan (HCP), natural communities conservation plan (NCCP), or other approved local, regional, or state habitat conservation plan.	=	=	=

Resource Area	Alternatives		
	Regional Center	Major Corridors	No Project
Cultural Resources	**-**	**-**	**+**
Impact 4.4-1: Cause a substantial adverse change in the significance of a historic structure that is a historical resource as defined in *State CEQA Guidelines* Section 15064.5.	-	-	-
Impact 4.4-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to *State CEQA Guidelines* Section 15064.5.	-	-	+
Impact 4.4-3: Disturb any human remains, including those interred outside of formal cemeteries.	-	-	+
Energy	**+**	**+**	**-**
Impact 4.5-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	+	+	-
Impact 4.5-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	+	+	-
Geology and Soils	**-**	**-**	**+**
Impact 4.6-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	=	=	-
Impact 4.6-2: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	=	=	-
Impact 4.6-3: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction and/or landslides.	=	=	-
Impact 4.6-4: Result in substantial soil erosion or the loss of topsoil.	=	=	-
Impact 4.6-5: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading subsidence, liquefaction, or collapse.	=	=	-
Impact 4.6-6: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.	=	=	-
Impact 4.6-7: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	=	=	-
Impact 4.6-8: Directly or indirectly destroy a unique paleontological resource or site.	-	-	+
Greenhouse Gas Emissions	**+**	**+**	**+**
Impact 4.7-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	+	+	=
Impact 4.7-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases.	=	+	+
Hazards/Hazardous Materials	**-**	**-**	**+**
Impact 4.8-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	=	=	=

Resource Area	Alternatives		
	Regional Center	Major Corridors	No Project
Impact 4.8-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	-	-	+
Impact 4.8-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	-	-	+
Impact 4.8-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	=	=	+
Impact 4.8-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.	=	=	=
Impact 4.8-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	=	=	=
Impact 4.8-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires	=	=	=
Hydrology/Water Quality	=	=	=
Impact 4.9-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.	=	=	=
Impact 4.9-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	=	=	=
Impact 4.9-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: Result in substantial erosion or siltation on-or-off site; ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite; iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) Impede or redirect flood flows.	=	=	=
Impact 4.9-4: Result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.	=	=	=
Impact 4.9-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	=	=	=
Land Use/Planning	+	+	+
Impact 4.10-1: Physically divide an established community.	=	=	+
Impact 4.10-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	+	+	=
Mineral Resources	=	-	+
Impact 4.11-1: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	=	-	=
Impact 4.11-2: result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	=	-	=

Resource Area	Alternatives		
	Regional Center	Major Corridors	No Project
Noise/Vibration	**-**	**-**	**+**
Impact 4.12-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies	-	-	+
Impact 4.12-2: Generation of excessive groundborne vibration or groundborne noise levels.	-	-	=
Impact 4.12-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels**.**	=	=	=
Population/Housing	**-**	**-**	**-**
Impact 4.13-1: Induce substantial population growth to areas of the region either directly (by proposing new homes and businesses) or indirectly (by extending roads and other infrastructure)	-	-	=
Impact 4.13-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.	-	-	-
Public Services/Recreation	**-**	**-**	**-**
Impact 4.14-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios and response times.	-	-	-
Impact 4.14-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios and response times.	-	-	-
Impact 4.14-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios or other educational performance factors.	-	-	-
Impact 4.14-4: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial deterioration of the facilities could occur.	-	-	-
Impact 4.14-5: Result in substantial adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios.	-	-	-
Impact 4.14-6: Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios.	-	-	-
Transportation/Traffic	**-**	**-**	**-**
Impact 4.15-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	-	-	-
Impact 4.15-2 Conflict or be inconsistent with *CEQA Guidelines* section 15064.3(b).	-	-	-
Impact 4.15-3: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).	-	-	=
Impact 4.15-4: Result in inadequate emergency access.	-	-	-

Resource Area	Alternatives		
	Regional Center	Major Corridors	No Project
Tribal Cultural Resources	**-**	**-**	**+**
Impact 4.16-1: Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	-	-	+
Utilities/Service Systems	**-**	**-**	**-**
Impact 4.17-1: Require or result in the relocation or construction of new or expanded water facilities, the construction of which could cause significant environmental effects?	-	-	-
Impact 4.17-2: Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	-	-	-
Impact 4.17-3: require or result in the relocation or construction of new or expanded wastewater treatment facilities the construction of which could cause significant environmental effects	-	-	-
Impact 4.17-4: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	-	-	-
Impact 4.17-5: Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	-	-	-
Impact 4.17-6: Result in the relocation or construction of new or expanded electricity, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects	-	-	-

+ Increased level of impact to the Proposed Plans
- Decreased level of impact to the Proposed Plans
= Similar level of impact to the Proposed Plans
Significant and unavoidable impacts are bolded and red. Note that impacts are identified as "significant and unavoidable" if the physical effect associated with the alternative would be equivalent to a "significant impact" only if the alternative involved a new discretionary action.

5.7 ALTERNATIVES CONSIDERED BUT REJECTED

Section 15126.6(c) of the *State CEQA Guidelines* requires than an EIR identify those alternatives that were considered but rejected by the lead agency because they either did not meet the objectives of the project, were considered infeasible, or would not avoid or substantially lessen one or more significant effects of the proposed project. No other alternatives were identified that would feasibly attain most of the basic project objectives but would also avoid or substantially lessen the significant effects of the project. The City

considered several configurations of land uses within the Harbor LA CPAs based on the many years of outreach, engagement, and stakeholder feedback.

One Alternative that was considered but rejected was a second alternative for the Wilmington-Harbor City CPA that would focus development capacity along similar locations as the Proposed Plans but would involve reduced density (number of units per lot area). This alternative would increase the intensity (bulk, height and floor area ratio [FAR]) of potential development but keep density low in order to promote "family-sized" apartments with more bedrooms per dwelling unit. It would also promote townhomes and smaller scale projects with up to four dwelling units along some of the lower intensity corridors. However, this alternative would fail to meet plan objectives to accommodate more housing in the Harbor LA CPAs.

6.0 OTHER CEQA CONSIDERATIONS

6.1 INTRODUCTION

This section provides analysis in addition to that provided in previous chapters that could occur within the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans.

Section 15126 of the *California Environmental Quality Act (CEQA) Guidelines* requires that all phases of a project must be considered when evaluating its impact on the environment. As part of this analysis, in addition to the impact analysis done in **Chapter 4.0** and the alternative analysis in **Chapter 5.0**, the EIR must also analyze and identify (1) significant irreversible environmental effects that would result from implementation of the Proposed Plans, (2) growth-inducing impacts of the Proposed Plans, and (3) any secondary impacts from the proposed mitigation measures identified in **Chapter 4.0**. These impacts are analyzed in this Chapter.

6.2 SUMMARY OF SIGNIFICANT AND UNAVOIDABLE EFFECTS

As discussed throughout this Draft EIR, approval of the Proposed Plans would result in significant and unavoidable impacts under Appendix G of the *State CEQA Guidelines*. These impacts would be indirect, as a result of the future buildout of the Proposed Plans. The significant and unavoidable impacts under the proposed Harbor LA CPAs include the exceedance of criteria air pollutant emission standards including construction related nitrogen oxide (NO_x) emissions and operation-related volatile organic compound (VOC) emissions, the possible loss of historical resources, temporary construction-related noise and construction-related vibration impacts, deterioration of existing parks, exceedance of the City's Vehicle Miles Traveled (VMT) threshold, and traffic safety impacts related to highway off-ramp queuing.

6.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

Section 15126.2(d) of the *State CEQA Guidelines* requires a discussion of any significant irreversible environmental changes that would be caused by the Proposed Plans. Specifically, Section 15126.2(d) states:

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irreversible commitments of resources should be evaluated to assure that such current consumption is justified.*

Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Resources that would be consumed as a result of implementation of the Proposed Plans include water, electricity, natural gas, and fossil fuels; however, the amount and rate of consumption of these resources would not result in significant environmental impacts related to the unnecessary, inefficient, or wasteful use of resources (see **Section 4.5, Energy,** and **Section 4.17, Utilities and Service Systems**). In addition, construction activities related to the reasonably anticipated development would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of fossil fuels (including fuel oil), natural gas, and gasoline for automobile and construction equipment. However, use of such resources would not be unusual as compared to other construction projects and would not substantially affect the availability of such resources.

With respect to operation activities, compliance with applicable building codes, as well as mitigation measures, would ensure that natural resources are conserved or recycled to the maximum extent feasible. Reasonably anticipated development of the Proposed Plans would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings), the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations), and the Los Angeles Green Building Code (LAMC Chapter IX, Article 9). The California Energy Code (CEC) provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. The CEC applies to the building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances and provides guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements, including appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls, and ceilings. The CEC emphasizes saving energy at peak periods and seasons and improving the quality of installation of energy efficiency measures. The California Green Building Standards Code sets targets for energy efficiency; water consumption; dual plumbing systems for potable and recyclable water;

diversion of construction waste from landfills; and use of environmentally sensitive materials in construction and design, including ecofriendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. New developments would also be required to comply with the Los Angeles Green Building Code, which contains mandatory measures for residential and non-residential uses, particularly those related to energy efficiency (i.e., renewable energy, indoor and outdoor water use, and water reuse systems).

It is also likely that in response to greenhouse gas (GHG) reduction mandates, new technologies or systems will emerge, or will become more cost-effective or user-friendly, that will further reduce the reliance on non-renewable natural resources in the Harbor LA Community Plan Areas (CPAs). Further, the Proposed Plans provide for enhancements and increased densities and intensities around transit, building on the existing transportation network in the Harbor LA CPAs.

However, even with implementation of conservation measures, consumption of natural resources would generally increase with implementation of the Proposed Plans due to population increases.

In summary, implementation of the Proposed Plans would involve irreversible environmental changes to existing natural resources, such as the commitment of energy and water resources as a result of the operation and maintenance of future development. However, the Proposed Plans would not involve wasteful or unjustifiable use of energy or other resources, and energy conservation efforts would also occur with new construction. New development accommodated by the Proposed Plans would be constructed and operated in accordance with specifications contained in Title 24 of the California Code of Regulations and local green building requirements, as discussed in **Section 4.5, Energy.** Therefore, the use of energy related to the Proposed Plans would occur in an efficient manner.

6.4 GROWTH INDUCING IMPACTS

Section 15126.2(d) of the *State CEQA Guidelines* requires that growth inducing impacts of a Proposed Plans be considered. Growth inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. According to the *State CEQA Guidelines*, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a wastewater treatment plant). In addition, as set forth in the *State CEQA Guidelines*, increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. The *State CEQA Guidelines* also state that it must not be assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment. Generally, a project is considered to result in growth inducing effects if it results in one of the following:

- The extension of infrastructure (sewer, water, etc.) to an area currently undeveloped and/or lacking adequate infrastructure, thus removing an obstacle to growth; and/or

- The provision of housing or employment to an area currently undeveloped or lacking in adequate housing or employment.

The Harbor LA CPAs are located in an urbanized community with roadways, water, sewer, storm drain, and other utility infrastructure in place. As discussed above, the Proposed Plans are intended to encourage development around existing infrastructure to ensure that infrastructure is used efficiently and in a manner that reduces the environmental impacts of development.

As analyzed in **Section 4.13, Population and Housing**, of this Draft EIR, the Proposed Plans would accommodate the City's forecasted growth in population and employment in the Harbor LA CPAs. However, such growth would not induce growth outside the Harbor LA CPAs beyond what is anticipated to result from the Proposed Plans themselves. In addition, the corridor-focused approach to concentrating new development is consistent with state policy aimed at meeting housing needs while reducing vehicle trips and improving air quality. As a result, the Proposed Plans would better accommodate projected population and housing demand with the proposed land use and zoning changes in place. Although it is possible that the expected population growth in the Harbor LA CPAs would exceed the SCAG forecasts for these Harbor areas, the Proposed Plans would not induce significant population growth, but rather would serve to accommodate projected citywide growth in a more distributed and sustainable manner.

The growth in the Harbor LA CPAs would result in an increase in population density and non-residential development compared to the projected conditions under the Current Plans. Thus, implementation of the Proposed Plans would result in an increase in daily VMT and VMT per Service Population in the Harbor LA CPAs compared to the Plan Areas' existing 2019 baseline conditions. Further, concentrating development in the urbanized Harbor LA CPAs would generally avoid impacts to agricultural, biological, and mineral resources while redevelopment of properties with new development built to current standards would generally reduce the potential for substantial seismic damage. The Proposed Plans would not result in unplanned growth in the Harbor LA CPAs, as the Proposed Plans' underlying purpose is to accommodate the City's forecasted growth while implementing the policies and goals of the Framework Element and the SCAG's SCS.

In conclusion, the Proposed Plans are anticipated to satisfy a portion of the anticipated population growth in the region in an efficient manner consistent with State, regional, and City policies. The Harbor LA Community Plans would be consistent with the projected growth forecast for the Los Angeles region and

regional policies to reduce urban sprawl. To that end, it would efficiently use existing infrastructure, reduce regional congestion, and improve air quality.

6.5 POTENTIAL SECONDARY EFFECTS

State CEQA Guidelines Section 15126.4(a)(1)(D) states that, "[i]f a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measures shall be discussed but in less detail than the significant effects of the project as proposed." In accordance with the *State CEQA Guidelines*, the following provides a discussion of the potential impacts that could occur from implementation of the proposed mitigation measures.

Harbor LA Community Plans

Air Quality

Mitigation Measures **MM AQ-1** through **MM AQ-8** would reduce regional and local emissions generated by various construction activities, including equipment operation and truck trips, through best management practices. Implementation of these measures would have beneficial impacts on reducing air quality impacts and these measures, which are in large part procedural, would not result in adverse secondary impacts. Any impacts from downstream impacts from increased use of Tier 4 equipment or other equipment would be speculative. In addition to **Mitigation Measures AQ-1** through **AQ-8**, Mitigation Measure **MM AQ-9** would reduce exposure of air pollutant concentrations to sensitive receptors by requiring future applicants for distribution centers in the CPAs within 1,000 feet of sensitive uses to prepare a Health Risk Assessment (HRA) prior to project approval.

Biological Resources

Mitigation Measure **MM BIO-1** requires development projects on certain sites to conduct pre-construction bird nest surveys to ensure that active nests occupied by sensitive species and/or habitats are not adversely affected. **MM BIO-2** requires project applicants to comply with federal Migratory Bird Treaty Act and California Fish and Game Commission regulations and to employ best practices to avoid active bird nests. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

Cultural Resources

Mitigation Measures **MM CR-1** and **MM CR-2** would provide for the recovery of any significant archaeological resources that cannot be preserved in place. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

Geology

Mitigation Measures **MM GEO-1**, **MM GEO-2**, and **MM GEO-3** would ensure that potential paleontological resources are identified and either further avoided or recovered. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

Hazards and Hazardous Materials

Mitigation Measures **MM HAZ-1, MM HAZ-2,** and **MM HAZ-3** would require preliminary investigation for hazardous materials potential on excavation and grading sites. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts. Contaminated sites would be required to comply with all local, state, and federal regulations and would ensure that contaminated sites undergo remediation prior to development activities. Contamination is often localized, and **MM HAZ-1** would further reduce impacts such that the Proposed Plans would not make a cumulatively considerable contribution to impacts related to contaminated sites. Any potential remediation of contamination would be required to comply with regulations and regulatory agency oversight, which may require subsequent environmental review. Any impacts from remediation would be speculative at this time.

Noise

Mitigation Measures **MM-NOI-1** through **MM NOI-5** involve specific construction-related measures to reduce ambient noise levels during earthwork and construction activities, such as screening mechanical equipment, the utilization of best available control technology, and locating staging areas as far as possible from sensitive receptors. These measures would not result in additional secondary impacts. **MM NOI-6** involves the preparation of project specific noise studies for certain projects located within 500 feet of noise-sensitive land uses. Furthermore, project applicants shall be required to comply with all measures identified and recommended by a Noise Study prepared prior to obtaining any permit by the Los Angles Department of Building and Safety (LADBS). Project specific impacts due to measures identified in the Noise Study would be speculative at this time.

Mitigation Measures **MM-NOI-7** and **MM-NOI-8** involve specific construction-related measures to substantially reduce vibration levels. Mitigation Measure **MM-NOI-7** requires the implementation of mufflers, shields, sound barriers and/or any other available noise reduction device or techniques. Mitigation Measure **MM-NOI-8** requires an historic resources survey to determine impacts to any potential historical building from vibration damage. These measures would not result in additional secondary impacts.

Tribal Cultural Resources

Mitigation Measures **MM-TC-1** and **MM-TC-2** would ensure that tribal resources are identified, and either preserved in place and left in an undisturbed state or recovered and preserved in accordance with Public Resources Code Section 21083.2. These mitigation measures are procedural actions that would not result in physical changes in the environment that could result in secondary impacts.

7.0 EFFECTS NOT FOUND TO BE SIGNIFICANT

This section addresses issues for which the Harbor LA Community Plans Update which includes the Harbor Gateway Community Plan and Wilmington-Harbor City Community Plan, hereinafter, collectively referred to as the "Harbor LA Community Plans," "Harbor LA Plans," or "Proposed Plans" were determined to have no potential for significant effects. The items discussed below are included in the environmental checklist in Appendix G of the *California Environmental Quality Act (CEQA) Guideline*s. Items not addressed in this section are addressed in **Sections 4.1** through **4.17** of this Environmental Impact Report (EIR).

7.1 AGRICULTURE AND FORESTRY RESOURCES

Thresholds of significance for agricultural and forestry resource impacts focus on conflicts with existing zoning for agricultural or forest uses and Williamson Act contracts, and the potential to involve any changes in the existing environment that could result in conversion of farmland or forest land to non-agricultural or non-forest use. Specific questions pertaining to agricultural and forest resources from Appendix G of the *State CEQA Guidelines* are as follows:

- Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?
- Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?
- Would the project result in the loss of forest land or conversion of forest land to non-forest use?
- Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

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The Harbor LA Community Plan Areas (CPAs) are urbanized and fully developed. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and

Farmland of Statewide Importance under the general category of "Important Farmland." The Harbor LA CPAs are listed as Urban and Built-Up Land by the Farmland Mapping and Monitoring Program and contains no agricultural land.[1] Per the Department of Conservation's Los Angeles County Williamson Act Map, the entire Harbor LA CPAs are located in Non-Enrolled Land, which is defined as land not enrolled in Williamson Act contract.[2] Implementation of the Harbor LA Community Plans would have no impact on existing agricultural resources, would not result in the conversion of agricultural farmland, and would not be located on Williamson Act contract land.

Per the City of Los Angeles Conservation Element, the only substantial conifer and big tree forests in the vicinity of Los Angeles are located outside the City's boundaries in the Angeles National Forest and on the north slope of the Santa Susana Mountains. As discussed in **Section 4.3, Biological Resources**, the Harbor LA CPAs include street trees and some heritage trees in public parks. However, these individual trees species are planted, nonnative trees that do not constitute forests. Because no forests are located in or adjacent to the Harbor LA CPAs, the Proposed Plans would have no impact to forest land or forestry resources.

7.2 WILDFIRE

Thresholds of significance in Appendix G for wildfire focus on impacts that could occur on lands in very high fire severity zones. There are no high fire severity zones in the Harbor LA CPAs.[3] Therefore, there would be no impacts from wildfire from the implementation of the Proposed Plan.

7.3 REFERENCES

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